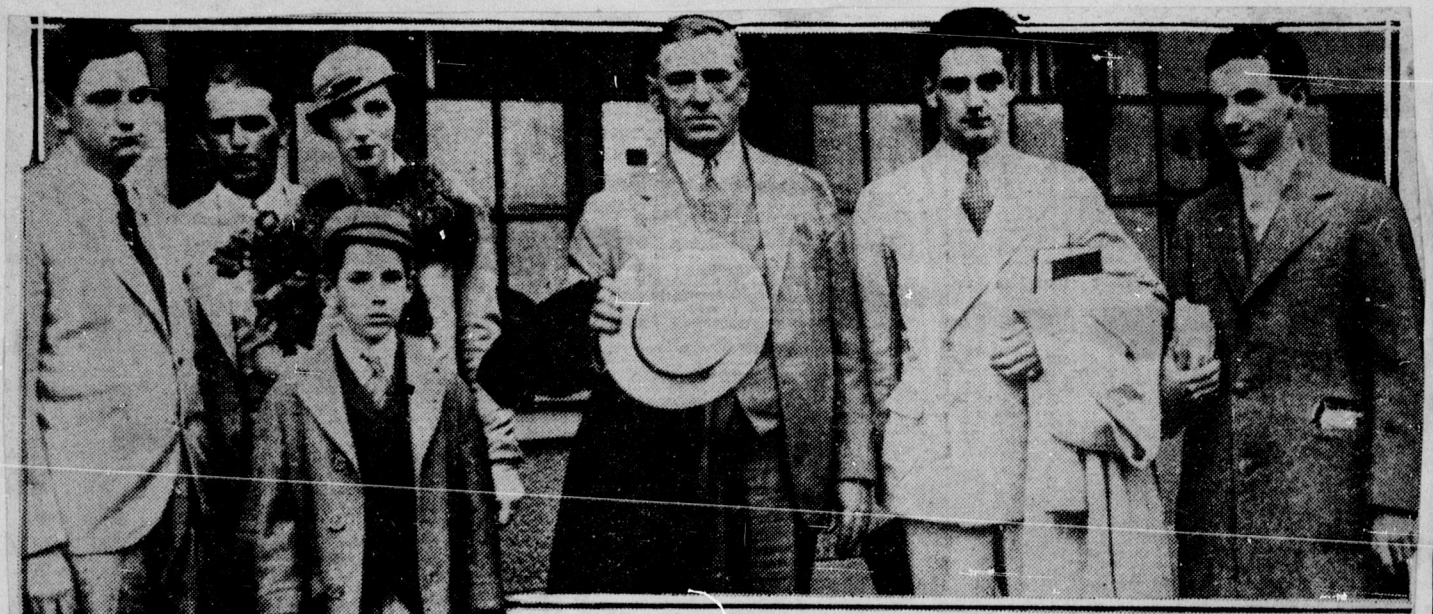
Volume 97

RECORD 8/26/33



Boston's Mayor James M. Curley and his family pictured in Berlin recently during their European tour. His Honor is expected to arrive at the Back Bay station this afternoon at 4.40 p. m. from New York where he arrived yesterday. No reception is planned. (Daily Record Photo)

RECORD 8/26/33

Labor Warns President of Open Shop

Mayor James M. Curley, speaking in Labor Day program over Station WNAC, yesterday. Leaders denounced capitalistic demand that the open shop be recognized by the NRA.

OPEN SHOP UNDER NRA HIT BY BOSTON LABOR

MAYOR MAKES PLEA

Mayor Curley declared that the NRA was truly a "new deal"—not only for organized labor, but for humanity.

"By one courageous stroke the President has won for humanity the great fight which organized labor has waged for 50 years. There will be found certain elements in every section of the country opposed to the NRA. The powerful financial interests are opposed to it, but the program of Roosevelt gives courage, hope, inspiration and confidence to every American citizen."

Cong. John W. McCormack lauded the A. F. of L., for its patriotic attitude during the dark years of the depression, and declared that the organization was entitled to the salute of the American people.

"President Roosevelt has undertaken the economic rehabilitation of the nation," Cong. McCormack said. "The NRA is the major effort of the government to bring a new era of material and spiritual happiness to a long-suffering people.

PRAISES NEWSPAPERS

"I commend certain Boston newspapers for the great "Buy in September" campaign as a means of insuring the success of the NRA. I urge everyone to buy in September and buy American. I ask business men, the consumer and every loyal American to cooperate with NRA."

J. Arthur Morarity, president of the Boston Central Labor Union, said that Labor Day of 1933 would go down as the most momentous in the nation's history.

NEWSBOYS Today and Yesterday

No. 44

(The Daily Record brings you the 44th in a series of newsboys of today, seeking success and newsboys of yesterday, already successful.)

Somebody once said that the difference between an unsuccessful man and a successful man was two per cent more effort on the latter's part.

Sidney Kassels

Sidney Kassels, of 74 Ashton st., Dorchester, belongs to the successful class, because he certainly puts that two per cent extra effort into his work. For proof, Sidney has been with the Daily Record only six weeks, yet his earnings are $3 a week and he gains from four to five new customers each week.

Most of his earnings he saves for a college education, some he uses for Boy Scout equipment (he is patrol leader of Troop 24, Dorchester) and there's very little left after that.

Sidney is a first year student in the Solomon Lowenberg Junior High School. He wants to go to Harvard Medical School.

An outstanding former newsboy who rose to the highest position in the City of Boston is Mayor James M. Curley, prominent not only in local politics, but a national political figure also.

Mayor Curley

Mayor Curley's boyhood days were taken up with many and varied jobs, but none so lucrative and beneficial as the newspaper trade he conducted with his brother, John J. Curley.

The brothers worked hand in hand, filling in for each other when necessary, and increasing their profits by combined effort. Their station was at the corner of Northampton and Washington sts., South End, and they held it against all comers.

Later the mayor switched his energies to the drugstore business, then to the wholesale bakers' trade and finally he entered politics.

HERALD 8/26/33 TRANSCRIPT

SEEKS TO CLEAR RELIEF MUDDLE

Samuel Cabot of Chamber Says City Must Put House in Order

Conditions which "have never been explained to the satisfaction of the public" have been discovered in each recent investigation of public welfare, Samuel Cabot, chairman of the committee on municipal finance of the Boston Chamber of Commerce, declared in a statement last night.

Sharply criticizing the department for its refusal to make public how much of the so-called Fox plan had been put in operation, Mr. Cabot said that "the present muddle, which is rapidly becoming a travesty of municipal administration, is satisfactory to no one."

He said in reference to expected aid from the federal and state government under new legislation that "the city should have its house in order before applying to higher authority.

His statement follows:

It is obvious that the city's budget allowances to date for public welfare disbursements will be insufficient to carry through the year. Fortunately substantial aid from the federal and state government will be available to the city under recently enacted legislation.

Another important fact is that the rate of disbursement during the first six months of 1933 has exceeded that for the same period in 1932. From January to June, inclusive, of this year the total amount disbursed was $6,900,000, an average of $1,150,000 per month. Last year the corresponding figure was $6,163,000, and the monthly average was $1,027,000.

When the city goes before state authorities with its request for assistance, its public welfare work should be above criticism. The state law authorizes the state emergency finance board to survey the work of local welfare departments and to require improvements before approval of financial aid is given.

Unfortunately there has been another agitation regarding the work of the public welfare department. Again the public is told that all is not well and that investigation of specific cases arouses suspicions of the adequacy of the department's check-up. Again the department has stoutly defended its work, emphasizing the point that no fraud was evident. Again the department has agreed to make certain improvements which the public wonders why the department had not made years ago. Again there is reported to be backing and filling in putting these improvements into actual operation.

In these recurring incidents, defenders of the department call for facts, but the confidential nature of its work bars all but a few from obtaining them. It is significant that whenever that barrier of confidence has been pierced by officialdom, unsatisfactory conditions have emerged and they have never been explained to the satisfaction of the public. Invariably those who have investigated or studied the situation, have urged reforms. But the improvements actually made have not been sufficient to bar further disclosures in later investigations.

How long will this procedure continue? Why must it take public agitation and continuous prodding to accomplish anything? Is Boston helpless to straighten the problem out? Earlier in the depression it was said in defence of the department that its work had increased to tremendous proportions "over night," and time should be allowed to permit a readjustment. Years have elapsed, and if the "readjustment" has occurred, the public has not been told of it.

The most hopeful sign of real accomplishment was the announcement last January that the so-called Fox plan for reorganizing the department had been adopted. It proposed centralization and clearer definition of authority and other changes which promised to effect much-needed improvements. If defenders of the department call for facts, here are some which the department itself can furnish. Let there be a complete and clear public statement of exactly how much of the Fox plan has been put in actual operation. The department owes it to itself as well as to the public welfare recipients and taxpayers, to

Curley Back Impressed by Teuton Housing

Would Adopt Similar Scheme to Eliminate Boston Slums

New York, July 26 (A.P.)—Mayor James M. Curley of Boston returned with his family from Europe today, enthusiastic about housing projects he had seen in Vienna and Berlin. He said that if the necessary legislation existed in Massachusetts he would institute similar projects to eliminate the Boston slums. There was no such legislation, however, he added. He told of one building in Vienna equipped to house 1000 persons in which two-room apartments rented for five dollars a month.

The Boston mayor said he had no plans for himself after he relinquishes office in January and added that the coming mayoralty campaign was a "wide-open fight."

Of the legislation which prevents him from succeeding himself as mayor he said: "Some years ago they passed a law to get rid of me."

He told of his visits with the pope and Mussolini. The pope, he said, showed a great knowledge of industrial affairs and asked him searching questions about industrial conditions in New York, Boston, Detroit and other American cities. He said Mussolini showed keen interest in President Roosevelt's recovery plans.

Of Germany he said that it seemed to him the people were as united behind Hitler as they ever were behind the kaiser. In Italy and Germany, he continued, it seemed that about one man out of three wore some sort of uniform. "It is hard to visit Europe and come back a pacifist," he said. "They are talking peace but everyone is holding on to his gun."

Mayor Curley traveled about Europe with his family for six weeks. When they arrived on the liner Bremen today they were transferred to a coast guard cutter and brought to the Battery. They arranged to take a noon, Eastern Standard Time, train for Boston, arriving there at 4.45 P. M.

TRANSCRIPT 8/26/33

HERALD

Mayoral Fight Taken to Homes in All Wards

Agents for Both Nichols and O'Connell Especially Active

By Forrest P. Hull

Doorbells are being rung all over the city by canvassers for mayoral candidates, especially former Mayor Malcolm E. Nichols and former Congressman Joseph F. O'Connell. Voters are being asked, in the case of Nichols, to indicate their desire to serve on one of his committees, and, in the case of O'Connell, to become members of the Young Men's Democratic Club of Boston.

So far as known no candidate has yet resorted to the use of pledge cards, which Mayor Curley devised for his second campaign for mayor and continued in his third. But every ward is being covered in the present canvass with all the thoroughness which characterized the two Curley campaigns, and the agents report a surprising interest in the contest.

That Mr. Nichols plans the formation of several large committees, representative of business, professional and community life, is no secret. It was not a movement initiated by him until his supporters insisted that he perfect an organization in every ward before the friends of other candidates became active. It was largely due to the activity of these forces that the O'Connell group became active so early.

The Young Men's Democratic Club of Boston is reported to have the interest of several thousand voters already. The first meeting will be held in the auditorium of the Boston City Club tomorrow evening for the purpose of perfecting organization and discussing plans for the coming campaign. Mr. O'Connell will address the group on the importance of organization work and will emphasize the issues which he will enlarge upon as the weeks pass. The movement was started three weeks ago by voters between the ages of twenty-one and thirty-five. Neil T. Scanlon of Ward 4 will act as chairmen of the meeting and Ovedio A. Galante will act as secretary.

Clubs for District Attorney William J. Foley have been organized in several wards and there is more or less activity for the candidate, but the impression has gained much headway among the Foley lieutenants that little will be gained by ward canvasses until the situation clears and the voters know who the candidates are. Mr. Foley, however, has a well organized intelligence service, with agents reporting to him practically every day on the work being done by both Nichols and O'Connell.

Frederick W. Mansfield is quietly at work perfecting an organization at 18 Tremont street. Last night he addressed a group of his loyal friends in criticism of Acting Mayor McGrath's cure for Boston's tax troubles, described in a radio address on Monday, when he advocated taxing churches, schools and institutions and Federal, State and county and city property. Mr. Mansfield declared that such a scheme could never work. The way to relieve the taxpayer, the candidate said, is by practicing true economy, "which means eliminating waste, graft and corruption in the administration of city affairs."

It is not until Sept. 5 that the candidates for mayor and other city offices will be able to secure their nomination papers at the election department. The date seems remote in view of the early start of the campaign and the interest aroused, but there has never been any criticism of the regulation. Between the time of securing nomination papers two months elapse before the November election, and in theory this is sufficient time for a campaign in any city.

With the dropping of 31,000 names from the city voting lists since the last election, because of the fact that the police did not find them listed as residents of the city on April 1 of this year, the election officials are not at all sure of a record voting list for November. There are now 273,664 men and women voters on the rolls, but as registration does not close until Oct. 18 there will be ample opportunity for the interested voters to secure the privilege.

EXPECT BIG CROWD TO GREET CURLEY

Large Police Detail Assigned To Handle Crowd at Station Today

Arrangements for the handling of the large gathering anticipated at the informal reception to Mayor Curley on his arrival at the Back Bay station at 5:40 this afternoon were completed by Deputy Superintendent James McDevitt yesterday and sent out in a general order to the department. More than 50 patrolmen, not including superiors, mounted officers and motorcycle details, have been assigned to be present on the arrival of the Yankee Clipper.

It is expected that the mayor will make a short address to the greeters in the vicinity of the station and then will proceed to his home at 350 Jamaicaway. Temporary arrangements barring parking have been made for the streets near the station and officers will be detailed from the Jamaica Plain station to guard the mayor's home and to handle the traffic.

Mayor Curley, his children and the Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, are scheduled to reach New York on the Bremen at noon today.

MAYOR CURLEY IN BERLIN CITY HALL

(Boston Herald-Associated Press Photo)

Mayor photographed during his recent visit to German capital.

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cont

children were granted an additional 15 minutes. His Holiness is in excellent health and spirits, and is doing the work of a hundred men. Eight rooms were filled with pilgrims awaiting a blessing, and there must have been 1000 downstairs. Because of the Holy Year, demands have been arguous, but they seemed not to have fatigued the Pope. The pilgrimage, I was told, 'was the greatest in history.'

"His Holiness was much interested in American conditions, and well informed about them, particularly those of our larger cities.

"On the following day, I had an interview with Mussolini, somewhat to my surprise. When I went to the American Ambassador and asked through usual channels for the privilege, he replied in polite terms that there wasn't a chance, but he made the request. The appointment was for 6:15 p m and I was curious at the lateness of the time, unusual for any official. I learned that affairs, not only of his own country, but of others in contact with it, were so serious at the time he had to devote most of his hours to matters of State, and that he could no longer be as gracious as he wished with visitors. I was pleased to know that the early evening was set aside for those whom he wished to see.

Change Among Italians

"In our half-hour, he discussed many internal and foreign affairs. He was particularly interested in the progress of President Roosevelt, but I am not at liberty to discuss our talk. I did tell him, however, that if Hoover had adopted the Mussolini hours of work, we couldn't have won the last election.

"I noticed a great change among the Italian people in their attitude towards the Premier during the past two years. At one time there were whispered doubts about his wisdom and his greatness, but I found now a united Italy, more strongly behind him than anyone in its history.

"We traveled a thousand miles by motor through his country, and I noticed better conditions everywhere. Fewer women were working in the fields; the working code seemed to function on well-formed cogs.

"In Switzerland, on the other hand, it seemed as if there were more women workers than there are panhandlers in this country. The people, as usual, are all busy.

Austria in Pitiful Plight

"Austria, in one sense, seemed to be in the most pitiful economic plight. Legally, they have done away with beggars, but the mendicants have their quiet way of urging help. We had lunch at a sidewalk cafe, and in an hour and a half 22 persons came by who obviously needed the shillings I gave.

"The authorities of Vienna seem to have worked wonders, nevertheless. Throughout the city there is a system of wading pools, each two feet deep, and they are packed with children. It is a good plan for any city, for it has given comfort and has prevented countless street accidents. All the Austrian waterways have been taken over by the government, and beaches are prevalent. The 'sun craze,' otherwise a nudist cult, is said to have been found most beneficial to health, but I doubt if it would be popular in some parts of this country."

Mr Curley dodged the question when a reporter asked him if he meant Boston.

"Excellent housing projects have been carried out, and one or two-room apartments of the best type cost $5 a month. There are central laundries in Vienna, where all facilities are offered, and the housewife can do an ordinary day's wash in an hour or two. Another help is the central kindergarten, with nurses attached, where the mother can leave her children while she is shopping or working.

"Germany has a more elaborate housing system, and it is rather interesting to know that much of the money to pay for it was borrowed from the Allies. There are model apartments for 60,000 people in the German capital. The buildings are of quadrangular shape, with gardens and playgrounds in the center. In our 800 miles, we found that all vacant lands beside the railroad tracks had been made into vegetable or flower gardens, and the people who care for them come from their homes on bicycles, which are fast replacing automobiles.

Depression Responsible for Advance

"In general, I should say that the depression was responsible for the general advance in Europe. Every inch of tillable soil is cultivated.

"No, I didn't see Hitler, but I spent some time with the Burgomasters of Berlin and Munich. I find Germans united behind Hitler, as strongly as they were behind the Kaiser. There was no obvious persecution of the Jews; I went through the ghetto of Berlin and everything seemed as peaceful as elsewhere. I imagine that Germany has realized, as the rest of the world did, that such activities as reported are un-Christianlike, and unjust. The contention there was that all Jews were Communists, but that idea has vanished.

"Signs of pacifism? Every third man in Germany wore a brown shirt or a blue one, and the same ratio of uniforms seemed to be true in Italy.

"There is no antagonism against Americans, and all seem to be watching with interest what they deem the 'Roosevelt experiment'," Mayor Curley concluded.

Once at the Battery, the party and their baggage were escorted to waiting limousines for their trip up town.

MANSFIELD CALLS McGRATH TAXATION PLANS ABSURD

Acting Mayor McGrath's cure for Boston's tax troubles, described in a radio address he made Monday night, when he advocated taxing churches, schools and institutions and Federal, State, county and city property, can never work, Frederick W. Mansfield declared last night at a meeting of supporters of his candidacy for the office of Mayor.

Federal, State, county and city property cannot be taxed, Mr Mansfield argued, because it belongs to the taxpayers. The proposal to tax churches, schools and other institutions, he characterized as absurd. A tax upon a charitable institution, said Mr Mansfield, is a tax upon charity itself.

The way to relieve the taxpayer, Mr Mansfield asserted, is by practicing true economy, "which means eliminating waste, graft and corruption in the administration of city affairs."

City Councilor Clement A. Norton, in a communication to Acting Mayor McGrath, suggested having a study made to determine how to tax property of Harvard University located in Boston.

Post

CANCELS GREAT WELCOME BACK

Curley to Hurry Home by Train Today

Elaborate plans to give Mayor Curley and his family a royal welcome home here were cancelled last night at his own request when he reported that he would take the first train to Boston after the North German Lloyd liner Bremen lands him in New York today, at the end of a six-week vacation trip to Europe.

The Mayor's supporters, anticipating that he would arrive here tomorrow morning on the New York boat, had planned to meet him down the harbor with the city institution steamer, a flotilla of fireboats and band music.

But last night the Mayor reported that he expected to arrive at New York at noon today and race across the city by motor in an effort to catch the Yankee Clipper express and reach the Back Bay station at 5:45 o'clock tonight. There the firemen's band is planning to be on hand with friends and followers of the Mayor to welcome him home.

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MAYOR CURLEY DUE AT BACK BAY AT 4:45

Arrives in New York and Nearly Spoils Flyer's Reception

A. P. Photo

MAYOR JAMES M. CURLEY
Boston's chief executive is seen here in the City Hall at Berlin, during a visit there. He and members of his family will arrive in Boston late this afternoon.

By ROGER BATCHELDER

NEW YORK, July 26—Mayor James M. Curley of Boston, eloquent on his six week's European holiday, reached New York on the Bremen this morning, received a harbor greeting of sirens, and nearly spoiled Wiley Post's Broadway parade of triumph.

Escorted by motorcycle police from the Battery to the Biltmore Hotel, where he was to lunch before taking the 1 o'clock train for home with his family, the Mayor and his cortege started up the heavily policed downtown section just as the crowds had gathered to greet Wiley Post, the round-the-world flyer. They cheered the Boston Mayor lustily, and hundreds started to leave for their offices, until they learned that the scheduled cavalcade had not started.

The impromptu reception greatly amused the Bostonians who filled the 10 automobiles.

The train on which the Mayor and his party will go to Boston is due to arrive in the Hub at 4:45 p m.

Mayor Curley smiled when he was asked if he had any personal political objectives before or after his tenure of office ends on Jan 3. He said that he had none, but commented that his political destiny was in the laps of the gods.

Democrats Can Win

"Insanity makes every man think that he can become a Mayor," he went on cheerfully. "If the Boston Democrats could get together they could easily win the next mayoralty election. They might even be able to win with only two or three candidates, but if a half dozen insist this year on running, there will be some one outside the regular party in office. So much for politics."

The Coast Guard Cutter Raritan, went to meet the Bremen at Quarantine, with special and unusual orders from Washington, and said to have emanated from the White House, to take a Boston delegation down the bay and bring back the Curley party and their luggage. The Customs and Immigration laws were not waived, but matters were expedited on board the tiny Federal boat.

The photographers rushed aboard the Bremen, and the Curley family, Miss Mary, Paul, Leo, George and Francis, and J. Walter Quinn, a Boston banker, "whom I took along with us," as the Mayor asserted, posed for the usual pictures. Meanwhile, their luggage was transferred to the Raritan, some 15 pieces of it, and the Mayor's party followed down the precarious little gangplank to greet the Bostonians.

Welcoming Party

In the welcoming group were the Mayor's brother, John Curley; his niece, Mrs Stanton White, and Mr White; Eugene McSweeney, Judge Emil Fuchs, head of the Boston Braves; Dr Martin English of Boston City Hospital, Mr and Mrs Joseph Tomassello, Miss Anne Klieg, John Coleman, City Councilor Thomas Green; State Senator Joseph Langone, pointed out as a possible Mayoralty candidate by his friends; Christopher de Groot and Frank J. Finneran.

Salutes From Bremen

As lines were cast off, the Mayor, standing by the pilot house of the Raritan, waved to the officers on the bridge of the great ship. Their caps were raised, and three Bremen salutes resounded through the harbor. The passengers on the afterdeck cheered as Mr Curley acknowledged them, and as the revenue boat answered bravely in acknowledgement.

The Mayor, always an enthusiastic traveler, invited the reporters to the cabin and as the boat proceeded to the Battery told his own story, being questioned merely on a few points of politics.

"I am 59 years old," he said, "and I believed that this might be the last chance I should have to share with my children the enjoyment and the interests of European travel. So I went simply for a holiday with them, with no thoughts of politics or anything else in view.

"We went to Italy first, landing in Genoa, and visited the excavations which have been conducted by Premier Mussolini during the past two years. These will be a great attraction to tourists for years to come. The archeologists of the Roman structure have uncovered ruins that extend for miles, with solid walls, arches, arenas almost in as good condition as they were originally.

"Then we went to Torento, Capri and Rome, where we spent five days. Francis and George had ptomaine and that prolonged our stay, but there were no serious effects.

Half-Hour With Pope

"It was my privilege to be received by His Holiness, the Pope, who granted me a half-hour, after which the

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MAYOR AND FAMILY COMING HOME TODAY

Will Address Throngs at Back Bay Station

Mayor James M. Curley, accompanied by his daughter Mary, sons Paul G., Leo F., George J. and Francis X, and a family friend, J. Walter Quinn, are aboard the Bremen which will dock in New York today.

The Curley party has made an extensive tour in Italy, Switzerland, Austria and Germany. Mayor Curley had audiences with the Pope, Premier Mussolini, other officials an dignitaries in the various countries, and in Germany was given a reception by the Mayor of Berlin. He visited Munich, Weisbaden and Cologne, also making the Rhine River trip by steamer from Weisbaden.

Other New Englanders arriving on the Bremen include:

Mrs H. Wendell Endicott, accompanied by Miss Martha L., Miss Priscilla E. and Master Bradford M. Endicott; Stephen F. Steele, T. Harris Aubin, Robert A. Aubin, Paul Franz, Mrs J Montgomery Sears, Boston; Dr and Mrs Murray S. Danforth and Miss Helen Danforth, Providence, accompanied by Miss Jane Cambie.

Other passengers are Prince Bishnu of Nepal, accompanied by Colonel, the Rajah Bahadur Singh, Elizabeth Ryan, tennis player; Dr Alexander Hamilton Rice, geographer and explorer, with Mrs Rice.

The return of Mayor Curley is expected to attract such a big throng at the Back Bay Station this afternoon that police have made special arrangements to handle the situation. The Mayor is due on the "Yankee Clipper" at 5:40 o'clock and it is planned to have him address the crowd. Mayor Curley and his family will then drive by automobile to the home at 350 Jamaicaway, Jamaica Plain.

Acting Supt James McDevitt issued a special order last night assigning 50 patrolmen and three sergeants, in addition to high ranking officials and mounted and motorcycle officers, to handle the crowds.

Capt Stephen J. Flaherty of the detective bureau has assigned members of the pickpocket squad to mingle in the crowds. Lieut John O'Dea has been given charge of the traffic problem.

DECLARES WELFARE "MUDDLE" TRAVESTY

Cabot Calls on City to Set Its House in Order

The "present muddle," in the attempt to improve the work of the Boston Public Welfare Department," is rapidly becoming a travesty of municipal administration," chairman Samuel Cabot of the Boston Chamber of Commerce Committee on Municipal Finance asserted in a statement last night, urging the city to set its house in order before seeking Federal and State aid.

Mr Cabot's statement, in part, follows:

"It is obvious that the city's budget allowances to date for public welfare disbursements will be insufficient to carry through the year. Fortunately, substantial aid from the Federal and State Government will be available to the city under recently enacted legislation.

"Another important fact is that the rate of disbursement during the first six months of 1933 has exceeded that for the same period in 1932. From January to June inclusive of this year, the total amount disbursed was $6,900,000, an average of $1,150,000 per month. Last year, the corresponding figure was $6,163,000, and the monthly average was $1,027,000.

"When the city goes before State authorities with its request for assistance, its public welfare work should be above criticism. The State law authorizes the State Emergency Finance Board to survey the work of local welfare departments and to require improvements before approval of financial aid is given.

"The most hopeful sign of real accomplishment was the announcement last January that the so-called Fox plan for reorganizing the department had been adopted.

"Let there be a complete and clear public statement of exactly how much of the Fox plan has been put in actual operation. The department owes it to itself, as well as to public welfare recipients and taxpayers, to take the public into its confidence. The present muddle, which is rapidly becoming a travesty of municipal administration is satisfactory to no one.

"There must be no hitch in obtaining sufficient funds for this work during the balance of the year. As a matter of pride to Boston, the city should have its house in order before applying to higher authority."

ARRIVES THIS AFTERNOON AT 4:40 O'CLOCK

With a throng of thousands of friends and admirers ready to hail his return from a European trip, during which he was showered with honors by the Pope, Prime Minister Mussolini in Italy and by Nazi heads in Germany, Mayor James M. Curley will arrive at the Back Bay station at 4:40 this evening.

Anticipating a tremendous outpouring of citizens to welcome home the city's chief executive, Police Commissioner Eugene C. Hultman yesterday ordered a strong police detail to handle the throng.

The mayor will be met by Acting Superintendent James McDevitt, who will have under his command Capt. William W. Livingstone, Lieut. John O'Day, 100 patrolmen and a squad of motorcycle policemen.

The fire department band, originally scheduled to meet the mayor at quarantine, when he first arranged to come up from New York by boat, will be at the station and will entertain the throng before the arrival of the mayor's train.

The mayor, with his children, Mary, Paul, Leo, George and Francis, and Walter Quinn, close friend of the family, with the Rev. James F. Kelly, pastor of the Church of Our Lady of Lourdes, Jamaica Plain, where the mayor worships, will reach New York on board the North German Lloyd liner Bremen about 10 o'clock this morning.

They will be met at quarantine by Mayor O'Brien of New York, who has arranged to expedite the passage of the mayor and his party through New York city.

A fast tug will speed them to the Battery where automobiles and a motor cycle police escort will be waiting to take them to the Grand Central Terminal.

They will catch the Yankee Clipper leaving the Grand Central at 1 o'clock and immediately on arrival here, the mayor and his party will be escorted to their home on Jamaicaway.

In the evening the mayor will speak over WNAC at 8 o'clock giving an account of his European trip

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ent to be away from the popular primary, but, if the Massachusetts Legislature remains Republican, a long time will elapse before that body will authorize a preliminary election in Boston. The attitude of the Republicans is based not so much on their expectation of electing a Republican Mayor in this city as on their hope that the municipal election will always brew dissension among the Democrats and thus work to the advantage of the Republicans in other contests. On a strict party vote the Republicans are hopelessly outnumbered. In last year's election, the Roosevelt delegates received in Boston more than twice as many votes as the Hoover delegates.

American

NOTABLES AT ROURKE RITES

Several hundred persons, including many prominent in public life, filled Our Lady of Lourdes church, Jamaica Plain, yesterday at the funeral mass for Louis K. Rourke, retired Boston Public Works Commissioner and noted for his work on the Panama Canal. Burial was in St. Patrick's cemetery, Abington. He died at his home, 90 Moraine st., Wednesday morning after a long illness.

Rev. James F. Kelly, pastor, celebrated the high mass of requiem. Rev. William O'Connor was deacon, and Rev. Leo McCabe, sub-deacon. Several priests were seated within the sanctuary.

Honorary pall bearers were Mayor Curley, Ex-Mayor Malcolm E. Nichols, Congressman John W. McCormack, Ex-Mayor John F. Fitzgerald, Col. Thomas F. Sullivan, chairman of the Transit commission; William W. Drummey, successor to Mr. Rourke as construction superintendent; Richard J. Lane, chairman of the schoolhouse commission; Thomas P. Glynn, James J. Mahar, John J. Dunnigan, Vincent Brogna, Col. James Doherty, James T. Moriarty and Edward J. Phaneuf.

The active bearers were John A. Noonan, Henry Brennan, Alfred Smith, Martin Hernan, Joseph Rourke, and Albert P. McCulloch. Ushers at the church were City Treasurer Edmund L. Dolan, Frank L. Downey, Leo Nawn, Peter M. Curley, Frank T. Courtenay and George Reagan.

American

Curley Flies to See Daughter in Maine

Mayor Curley is spending the week-end at Belgrade Lakes, Me., with his daughter, Miss Mary D. Curley, who has been vacationing there for 10 days.

The mayor hopped there by hydroplane from East Boston Airport yesterday after attending funeral services for Louis Rourke, retired commissioner of schoolhouses.

Globe

LAST TRIBUTE PAID LOUIS K. ROURKE

Many Boston City Officials Attend Funeral

With a large number of city officials attending and hundreds of mourners present, funeral services for Louis K. Rourke, superintendent of construction in the Schoolhouse Department in Boston and noted Panama engineer, were held yesterday morning at Our Lady of Lourdes' Church, Jamaica Plain.

Mayor James M. Curley and Ex-Mayor John F. Fitzgerald headed the list of honorary pallbearers which included Ex-Mayor Malcolm E. Nichols, Congressman John W. McCormack, Col Thomas F. Sullivan, chairman of the Transit Commission; William W. Drummey, successor to Mr Rourke as construction superintendent; John J. Dunnigan, Vincent Brogna, Thomas P. Glynn, James J. Mahar, Richard J. Lane, chairman of the Schoolhouse Commission; James T. Moriarty, Edward J. Phaneuf and Col James Doherty.

The active bearers were Henry Brennan, John A. Noonan, Al Smith, Martin Hernan, Albert P. McCullough and Joseph Rourke. The ushers at the church were City Treas Edmund L. Dolan, Frank T. Courteney, George Reagan, Peter M. Curley, Leo Nawn and Frank L. Downey.

A delegation attended from the Charitable Irish Society, of which Mr Rourke was once president, including Maurice J. Lacy, vice president; John L. Keenan, secretary; Thomas M. Green and John A. Kiggen.

A solemn high mass of requiem was celebrated at 10 o'clock by the pastor, Rev James F. Kelly, with Rev William O'Connor, deacon, and Rev Leo McCabe, sub-deacon. Within the sanctuary were Rev James H. Downey, pastor, and Rev Edward W. Desmond of St Bridget's Church, Abington; Rev George H. Callahan of St Columbkille's Church, Brighton and Rev James F. Grimes of St Hugh's Church, Roxbury.

Burial was in St Patrick's Cemetery, Abington. Prayers were read at the grave by Rev Fr Kelly.

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MANSFIELD ANTI-CURLEY

Would Never Accept His Endorsement, He Says

Charging that Mayor Curley was seeking to retain his grasp on City Hall for the next four years by attempting to name his successor in the current race for Mayor, former State Treasurer Frederick W. Mansfield, last night asserted that he would not accept the Mayor's endorsement under any circumstances.

"The candidate who accepts Mayor Curley's endorsement is writing his own political death warrant," Attorney Mansfield stated at the annual carnival of the Orient Heights Yacht Club, late yesterday at East Boston.

"I am anti-Curley," he said.

FUNERAL SERVICES FOR LOUIS K. ROURKE

Funeral services for Louis K. Rourke, former superintendent of schoolhouse construction for the city of Boston, and who directed the construction of the Culebra Cut in the Panama Canal, were held yesterday at his home at 90 Moraine street, Jamaica Plain, followed by a solemn high mass of requiem at Our Lady of Lourdes Church, Montebello road Jamaica Plain.

Among the throng which attended were high city officials and persons prominent in public life. Serving as honorary pall-bearers were Mayor Curley, former Mayor Nichols, former Mayor Fitzgerald, Congressman McCormack, Vincent Brogna, former assistant district-attorney; Colonel Thomas F. Sullivan, chairman of the Transit Department; Thomas P. Glynn, former chairman of the Schoolhouse Commission, and William W. Drummey, superintendent of department of school buildings. Interment was in St. Patrick's Cemetery, Abington.

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POLITICS AND POLITICIANS

By JOHN D. MERRILL

Tomorrow at 10 a m the special Legislative Committee on Liquor Legislation will begin a series of public hearings at the State House. As its name implies, the committee will draft legislation to govern the distribution and sale of intoxicating liquors in this State if and when the 18th Amendment to the Federal Constitution is repealed.

The members of the committee are: Senators Harry B. Putnam of Westfield, John D. Mackey of Quincy, Newland H. Holmes of Weymouth and William F. Madden of Boston; and Representatives Ernest H. Sparrell of Norwell, Kendrick H. Washburn of Middleboro, Henry A. Estabrook of Fitchburg, Edward W. Staves of Southbridge, Joseph E. Theberge of Fall River, George G. Tarbell of Lincoln, Bartol Parker of Framingham, Paul A. Dever of Cambridge, John S. Derham of Uxbridge, Roland D. Sawyer of Ware and Lewis R. Sullivan of Boston.

Gov Joseph B. Ely urged the Legislature to take final action on this matter before the session ended last month, but the members of the Senate and House, having sat for more than six months, were tired both physically and nervously, and so they refused to go into this question which might well have kept them on Beacon Hill for two or three additional weeks. The result of this situation was the appointment of the special recess committee which will begin its public deliberations tomorrow.

Repeal May Mean Session

It now seems quite within the range of possibility that more than the necessary number of States will vote in the near future for the repeal of the 18th Amendment and that repeal may become effective before the Massachusetts General Court will come together again. In that case Gov Ely will doubtless call a special session of the Legislature. The likelihood of that step was generally appreciated some time ago, but the members of the Legislature much preferred an extra session to the addition of several days to the regular session, one of the longest in the history of the State.

Although it might seem that nothing new could be said about the liquor question, the special committee felt bound to give public hearings, and will probably have to listen to several people who have plans for handling the liquor traffic. The committee has as a back-log the report of the special commission, of which Bentley W. Warren was chairman; that report was filed at the State House some months ago, but the Legislature took up only the portion dealing with malt liquors and light wines.

It can hardly be expected that the committee which begins its public sessions today will make a unanimous report. Several differing opinions are represented on the committee, and more than one dissenting report is expected. Any measure supported by the majority of the committee, however, will have a good chance of passing both branches of the Legislature.

Republican State Politics

Republican politicians are still in doubt about what will happen in their party in the State. Frederic A. Crafts, one of the assistant district attorneys of Middlesex County, has announced that he will be a candidate next year for the Republican nomination for Attorney General. He would not have made that statement unless he had reason for thinking that the present Attorney General, Joseph E. Warner of Taunton, would retire and run for another office. That intention has been credited to Mr Warner for a long time, but he has not yet disclosed his plans. It is generally believed, however, that he will be a candidate for Lieutenant Governor.

Leverett Saltonstall, Speaker of the House of Representatives, has been just as silent as Mr Warner. Most people think that Mr Saltonstall also will run for Lieutenant Governor, and the friends of John W. Haigis of Greenfield, formerly State Treasurer, say he will be a candidate for the second place on the State ticket. The story circulated some time ago that Senator Theodore R. Plunkett of Adams might compete for the Lieutenant Governorship, but that rumor has died down.

Fuller Bothers Politicians

The politicians would like to know whether Ex-Gov Alvan T. Fuller abides by his statement that he would be a candidate for Governor. Unless he runs, or unless Mr Warner changes his mind and becomes a candidate for the party nomination for Governor, Lieut Gov Gaspar G. Bacon will have no opposition. A contest for the nomination between Mr Fuller and Mr Bacon would be well worth watching. The latter might win in the preprimary convention, but victory there would not assure him success in the primary. Almost everybody believes that Mr Fuller would be the strongest candidate the Republicans could nominate. He would doubtless receive, as he always has received, a considerable amount of Democratic support; with that reason in mind, the Democrats hope the Republicans will not nominate him.

Mr Crafts, of course, will have opposition in his campaign for the Republican nomination for Attorney General, but he has one marked advantage in addition to his early entrance into the fight—if that is an advantage,—namely, that he is now an office-holder in Middlesex County, and presumably is well known in that part of the State. Middlesex has roughly twice as many Republican votes as any other county in the State, and the candidate for a Republican nomination who can rely on the support of Middlesex County is more fortunate than his opponents from other counties.

For Mayor of Boston

The number of tentative candidates for the distinction of succeeding James M. Curley in the Mayor's chair in the Boston City Hall is growing almost day by day, but it is not unreasonable to expect that several will not see their names on the ballot in the municipal election next November. Some will find it difficult to obtain the necessary signatures on their nomination papers and others will withdraw for various and sundry reasons. Only half a dozen or so of those who are now in the field or expect to enter will have a chance of election. No woman has yet expressed her intention of running, but there is still time for one of the fair sex to come in.

The most important question just now has to do with the attitude of Congressman John W. McCormack of South Boston. Many of his friends are urging him to run for Mayor, with the expectation that all of the Democrats now in the fight will retire in his favor. It will be remembered that a similar attempt was made eight years ago when Malcolm E. Nichols, now running for another term, was elected Mayor. At that time Ex-Congressman Joseph H. O'Neil, one of the best known and most popular Democrats in the city, was persuaded to become a candidate for Mayor; the theory of his supporters was that the other Democrats would willingly withdraw and unite on him, but that happy result did not follow, and Mr O'Neil ran third in the election.

One Candidate Unlikely

There seems to be little reason for believing that the attempt to unite on one Democratic candidate for Mayor will succeed this year. It is certain, for example, that Dist Atty William J. Foley, one of the leading men now in the field, will hesitate a long time before giving way to Mr McCormack. These gentlemen live in South Boston. If both run, neither will be elected. Influence from Washington might possibly persuade Mr Foley to postpone the gratification of his ambition to be Mayor, and it is assumed that when Postmaster Gen Farley comes to Boston for the dedication of the new Post-office he will be asked to take a hand in the local contest for Mayor, but most of the politicians think he will refuse to do more than listen to the candidates and suggest what might be wise.

No definite word has been received from the Good Government Association, and that organization will have nothing to say until its committee has gone over the situation. The logical inference from what has happened seems to be that the association will indorse Frederick W. Mansfield, but that conclusion is by no means final. Almost anything may happen in the next four weeks.

The Primary

This cluttering-up of the field with candidates for Mayor of Boston may, perhaps, be taken as an example of what the primary brings to pass. If party conventions were permitted in Boston, or if a preliminary election for disposing of all but two of the candidates were held, the situation would be wholly different from the one which now exists. But the Republicans, and many Democrats, prefer the present state of things. They believe that the huge Democratic majority in Boston would make it impossible not only for a Republican to be elected, but also for any Democrat outside the party organization to have reasonable hope of success. On recorded votes in the Legislature all of the Democrats vote for a preliminary election, but not a few of them hope year after year that such a change in the city charter will be beaten.

The trend of opinion seems at pres-

HERALD 8/28/33

Beacon Hill and West End Residents Sign Petition, Hold Mass Meeting

POLICE HEAD TO SEE COMMITTEE TODAY

A petition signed by more than 7500 business men and residents of Beacon Hill and the West end protesting the closing of the Joy street police station which took effect last night at the 12:15 roll call, will be presented to Commissioner Hultman at 9:10 this morning by a citizens' committee formed at an indignation meeting of more than 1000 men and women of the station 3 precinct at Anderson and Cambridge streets yesterday noon. Later in the afternoon a group representing the interests of the district drove to Commissioner Hultman's summer home in Duxbury where Mrs. Hultman, speaking in the absence of her husband, made an appointment for the committee in the commissioner's office at 9:30.

While Sunday dinners waited uneaten and passing motorists proceeded with difficulty through the crowd which blocked the entrance to Anderson street and extended well into the middle of Cambridge street, Beacon Hill came down to meet and mingle with the West end at the dividing line, Cambridge street. They had the same interests and fears in common, namely that of lessened police protection, decreased protection in case of fire, burglary and accidents.

Eleven men and women representing Beacon Hill residents and property owners, West End institutions and family welfare addressed the crowd, using a touring car with lowered top as an impromptu platform. The speakers included Hugh Kiernan, chairman of the citizens' committee, representing the Mothers' and Fathers' Club; Frank Pedonti from the office of Mayor Curley; Irving Segal of the West End House; Dr. Warren F. Baker, representing Dr. Frederic A. Washburn, director of the Massachusetts General Hospital; George Leary, representing the interests of Beacon Hill store owners; Arthur Rabinovitz, a resident of the district; John L. Dunn, Van Ness Bates; and Miss Marion Nichols, secretary of the Beacon Hill Association, representing Beacon Hill residents and property owners; William Brophy of the West End Young Men's Club and Joseph Doherty. In vigorous terms they voiced their demands that the police protection which had been given that neighborhood for 75 years while the Joy street station has been in existence be continued.

Friday night and all day Saturday, from the moment the first Beacon Hill resident or householder of the West End read of the move by Commissioner Hultman to close the Joy street station in the Friday afternoon papers volunteer workers have been canvassing the hill and the homes the other side of Cambridge street adding name after name to the list which last night totaled more than 7500. Among some of the prominent persons who have signed the petition are Dr. Warren Baker of the Massachusetts General Hospital; Miss Marion Nichols, secretary of the Beacon Hill Association; Mrs. Elizabeth Tudor; Dr. L. Vernon Briggs; George E. Williams; James F. Long; Miss Abby T. Galvin, and Dwight Rudd.

ORGANIZATION URGED

The theme of all the speakers was much the same, urging the people of the neighborhood to band together 100 per cent. strong to make themselves heard by Commissioner Hutlman and if he would not listen and grant their request that the Joy street station remain without change, to march in a body to Gov. Ely and demand that he take action. Atttention was called in several instances to serious accidents when the police arrived on the scene from the closed station in less than three minutes, and the timely arrival of the same prompt group of policemen to quell quarrels which might have ended disastrously.

Irving Segal of the West End house quoted figures to show that any argument that the station was too expensive was ridiculous in his opinion. "The cost of the Joy street station is only $900 a year," he said, "exclusive of the salaries of Capt. James R. Claflin and the 123 men who are being absorbed by the Milk street station and North end stations." It will take eight minutes or more for officers to answer calls from this district when they are in those other stations. If Martin Lomasney were here Hultman would not dare to do this."

Dr. Baker said that the Massachusetts General Hospitals were opposed to the move as the policemen at the Joy Street station had always been on call and quick to respond. Dr. Washburn was not in town yesterday to sign the petition but expressed his feeling of opposition Saturday. City Councilman John I. Fitzgerald is also opposing the transfer of the men from the Joy Street station.

Van Ness Bates said that "In the face of the prevalence of crime, to take away the Joy street station is unthinkable," while William Brophy of the West End Young Men's Club said that it was the duty of every citizen to demand their rights of police protection and oppose any move which would threaten the safety of their homes and children.

Miss Nichols said that whereas she did not know the arguments in favor of closing the station she knew that as a resident of Beacon Hill, speaking for other residents of the hill, the presence of the Joy Street station was a great reassurance of their safety.

Prior to the meeting at noon the Rev. Fr. Michael Dervy of St. Joseph's Church emphasized to his parishioners at all masses the serious effect the closing of station 2 might have on the district, and urged them to fight the action.

Following the rally yesterday noon the committee headed by Hugh Kiernan met in a downtown office and decided to go to Duxbury to see Commissioner Hultman immediately rather than wait until today. Other members of the committee are Frank Pedonti, Irving Segal, Dr. Warren Baker, George Leary, Joseph Doherty, Arthur Rabinovitz, William Brophy, William Remick, Benjamin J. Green. They said last night they felt confident that when they appear before Commissioner Hultman this morning and present their case that he will grant a reprieve of at least 48 hours in the closing of the station until he has thoroughly investigated the conditions on Beacon Hill and in the West end.

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CHURCHES SPUR N. R. A. CANVASS

New England's Campaign Ready to Start Today

Roosevelt to Get News From Here by Plane and Radio

A ringing appeal from the pulpits of New England was made yesterday—"N. R. A. Rally Sunday"—to all churchgoers and citizens to enlist during this week in the ranks of those Americans who will march beneath the banner of the N. R. A. in the President's Nation-wide recovery campaign.

Every citizen will be asked to sign pledge cards which will be borne by workers from door to door during the present week. In Massachusetts alone 25,000 canvassers will carry these cards to housewives and husbands, asking them to trade with concerns flying the Blue Eagle.

Several steps have been taken to draw the attention of the citizens of Massachusetts to the importance of signing these pledge cards.

Roosevelt to Get News

President Roosevelt himself, on vacation at Hyde Park, will keep in constant touch with the progress of the pledge campaign in this State. A report on today's progress will be carried to him by airplanes, which will drop a message on the lawn of his estate.

The flight will be made by planes of the 26th Division, M. N. G. Lieut-Col Louis E. Boutwell, the commander, will have charge.

On taking-off the planes will be given a salute of 21 guns, fired from Boston Common. They will then head directly across the State, over Worcester and Springfield, directly to the President's home. There they will drop the report of the campaign in a little parachute.

They will then return to Boston, circling over cities and communities of large population.

To Listen to Broadcast

During the evening the President, according to information received at the headquarters of the Massachusetts State Recovery Board at the Boston Chamber of Commerce Building, will listen for a broadcast which will be sent over Station WBZ-WBZA.

"Anchors Aweigh," the President's favorite tune, will open the program at 9:30 p m. This will be followed by addresses of leaders in the campaign, interspersed with musical selections. Edward A. Filene, chairman of the State Recovery Board, will be the first speaker, and will make a report to the President.

Miss Mary Ward, chairman of the women's division for Massachusetts, will give a message to the women on signing pledge cards and helping the campaign. Gen John H. Sherburne will speak, and the final address will be by Gov Joseph B. Ely, who will deliver the keynote of the State N. R. A. campaign.

Another signal attraction this week will be the personal appearance here of Gen Hugh S. Johnson, administrator of American industrial recovery. He will fly here Wednesday for a brief visit, and an address.

Reception Plans Dropped

Plans to give the general a spectacular reception had to be dropped when word came from Washington that he will come here just in time to rush to the luncheon rally at Hotel Statler, make his address and leave immediately to resume his work at Washington. He will probably arrive after the start of the luncheon.

The luncheon is scheduled for 12:15 p m. Gov Ely will be among the speakers, and Mayor James M. Curley may be able to attend.

About the only fanfare attending his visit here will be an aerial escort of a dozen planes which will meet him outside the city. There will be a parade of notables in their automobiles, and some decorations along the way.

Today will have its athletic attraction. Judge Fuchs has pronounced the day "N. R. A. Day" at Braves Field and has announced that 25 percent of the gross receipts of today's game will be donated to the Massachusetts State Recovery Board to help defray campaign expenses.

American

SUBWAY MEANS WORK FOR 3000, SAYS CURLEY

600 Cheer as Mayor Pleads With State Board for Approval

Nearly 600 men and women crowded into Gardiner Auditorium of the State House cheered enthusiastically today as Mayor Curley, supported by other notables, argued before the State Emergency Finance Board for approval of the $8,500,000 Huntington ave. subway project.

Approval of the project and the resulting federal aid, he said, would mean that for three years 3000 men would be employed, resulting practically in wiping out the present Soliders' Relief list in Boston.

As the Governor sq. project was being completed, the mayor declared, the city was expending $320,000 a year on soldiers' relief, but six months after completion of the work, the annual relief had jumped to a rate of about $1,000,000, due to inability of the veterans to procure other work.

SAVE $4,700,000

"This project in Huntington ave.," said the mayor, "will result now in a saving of $2,500,000 a year in soldiers' relief. However, I'm not so much concerned with the saving as I am with preserving the self-respect of those men whom we called upon in a time of great emergency to save the nation.

"The government will contribute 30 per cent to this project, or about $2,600,000. What we will save on soldiers' relief and what the government contributes will amount actually to about $4,700,000.

"As for the NRA, every right-thinking citizen wants to see the present courageous leader, President Roosevelt, succeed in his work of saving the nation. Hoover had the best of intentions, but he was totally lacking in leadership to lead the nation out of the depression.

WITHIN 48 HOURS

"The one way to get out of the depression is through work and wages and this job provides the amount, as the men will be taken from the civil service list and the veterans will be given preference.

"All the ballyhoo in Massachusetts will put less men to work than this single proposition."

Col. Charles R. Gow, engineer for the federal board, the Fuller Commission, sat in with the State emergency board during the hearing.

Col. Thomas Sullivan, chairman of the Boston Transit Commission, told the board that work on the Huntington ave. subway can begin 48 hours after approval.

By Gen. Edward L. Logan, of the Boston Metropolitan Transit District Trustees, it was declared that this organization approves.

Henry I. Harriman, chairman of the Elevated trustees, said they believe "the project is thoroughly justified up to Gainsboro st. now, and eventually to Brookline Village."

James T. Moriarty, president of the State Federation of Labor, and James Rose, past State Commander of the American Legion, also expressed approval.

TRANSCRIPT 8/28/33

Huntington Ave. Subway Hearing Is Turbulent

Crowd So Large at State House, Session Has to Be Moved to Spacious Gardner Auditorium; Chairman Bars Personalities

Cheers intermingled with boos greeted Mayor Curley at the State House today, when he appeared to favor his $23,500,000 public works program urged in co-operation with the NRA.

ATTACKS MAYOR'S PLAN

The municipal research bureau, through its secretary, H. C. Leffler, roundly attacked the mayor's plan for an $8,500,000 subway under Huntington avenue, and said Boston cannot afford to spend more than $7,000,000 for new public works.

Several hundred persons gathered for a hearing before the emergency finance borad and because of the interest shown it was necessary to hold the hearing in the spacious Gardner auditorium. Joseph W. Bartlett, chairman of the state advisory finance board, presided.

Among those present were members of the federal advisory public works committee of Massachusetts.

The chairman announced the board today would hear only the Huntington avenue project, and warned those present not to engage in personalities. Samuel Silverman, corporation counsel of the city of Boston, said the city government was assured of a two-thirds vote of the city council approving the project, which also has been approved by the mayor, Elevated directors and public trustees.

The mayor outlined the approvals necessary and said the project would provide work for 300 men three years.

The mayor said the best way to help President Roosevelt is to put into operation the project which would relieve unemployment and give work and wages.

Col. Thomas Sullivan, chairman of the Boston tranist commission, said work could be under way wtihin 48 hours of the final approval. Judge Edward L. Logan of South Boston, representing the Boston metrolpolitan transit district trustees, said the trustees had approved the project in the past but had not had time to consider it lately.

Henry I. Harrican of the chamber of commerce, believes the time is right financially for the project. James T Moriarty, president of the Massachusetts branch A. F. of L., favored the project as did the Massachusetts department, A. L., through James Rose, past commander, several legislators representatives of Veterans of Foreign Wars, business men and others along Huntington avenue, and members of the city council.

MUST PROTECT CREDIT

In a report the research bureau says it it anxious to aid the broad objectives of the movement toward national recovery.

On the other hand, the bureau says, it is equally anxious to insure that the finances of Boston will not be so overloaded as to insure its credit position, and that property owners shall be protected from inadvisable additions to the heavy tax burdens which they have been carrying during the depression.

The bureau told the committee that the many different routes proposed for an $8,500,000 subway under Huntington avenue have indicated a woeful lack of real planning. The project, says the burau's report, would throw on taxpayers of Boston the full burden of an outlay which, with carrying charges over the next 50 years, would amount to $12,000,000, as against an estimated saving of only $2,600,000 in soldiers' relief costs.

The subway, according to the report, is unjustified from any standpoint, whether for transit, traffic, or unemployment relief. "It is to be hoped that approval of a subway of extremely doubtful worth will not prevent execution of some more meritorious projects," says the report.

SUGGESTS ALTERNATIVE

The mayor's program, which would cost the city $16,500,000, with the aid of the federal government paying 30 per cent. of the cost of labor and materials on such projects as it approves, is far beyond that which the city can afford, the bureau states.

Furthermore, the bureau suggests, it is far beyond that which should be expected of this community as its contribution toward stimulating industrial recovery.

The bureau outlines a program for the expenditure of $7,000,000, after making a study of the city's financial condition.

The program, arranged with projects in the order of preference, is as follows: Transit and traffic relief, instead of Huntington subway, $2,000,000; reconstruction of streets, $2,000,000; schoolhouse construction, $2,000,000; police stations and signal system, $600,000, and adjustment for items involving no federal grant, $400,000.

In new schoolhouses, the bureau says the present and future school needs of growing West Roxbury justify the construction of a high school and also construction of a junior high school in South Boston should permit readjustment of school plans in that region on a more efficient basis.

NEW POLICE STATIONS

The bureau recommends building of not more than two police stations, eliminating a new station 11. Mayor Curley's program called for three new station houses costing $200,000 each, one at Fields Corner, another in West Roxbury and one to take the place of houses 9 and 10 which are to be consolidated. The bureau believes a better plan would be to build but one new station house costing $200,000 and complete the work on the system of police communications at a cost of $345,000, less recent expenditures for this purpose from regular police budgets.

Instead of a subway the executive committee recommends that "a one-level underpass should be constructed at the intersection of Huntington and Massachusetts avenues, and traffic regulations should be made more drastic. Even if the completion of the Worcester turnpike greatly increases Huntington avenue traffic, these remedail steps would go far toward taking care of congestion.

The research bureau urges that not more than $2,000,000 be expended for specific transit and traffic relief projects. This sum will permit the construction of several one-level underpasses at congested street intersections in addition to the proposed improvement at Huntington and Massachusetts avenues.

OTHER SUGGESTIONS

As a further means of co-operation with NRA, the research bureau recommends that Boston's normal paving requirements for 1934 and 1935 be cared for by a $2,000,000 program of street reconstruction and repair at this time. City bonds to pay for these expenditures should have a maximum term not exceeding 10 years.

"Much manual labor is required for pavement work," says the bureau. "The maximum reduction in welfare expenditures would occur if such work is made available to those on the city's welfare roll, who are now receiving the largest weekly allowances.

"Study of pedestrian and vehicular accidents at hazardous street intersections, and relief for congested, narrow sidewalks should be hastened, in order that part of the $2,000,000 may be utilized to eliminate the most dangerous points and crowded conditions."

Concerning other projects, the bureau says, that more fire stations, park and playground improvements and much more added public construction called for in the mayor's program are impracticable.

It says Boston cannot afford to assume further debt to construct them but also because in some cases examination shows that the projects are unnecessary and without real public value.

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however, to several reports made to the Legislature by the trustees, recommending completion of the Huntington-av subway. In these reports, he said, the trustees unanimously approved construction of the project "as the most pressing municipal project at the present time."

Henry I. Harriman, chairman of the board of public trustees of the Boston Elevated, declared that the board has repeatedly taken the view that when the time was right financially that this project should be carried out. "Our position on the present project is one of qualified approval," he said, namely that the subway should be constructed to a point beyond Gainsboro st, somewhere near the Boston Opera House and eventually carried up to Brookline Village.

Such a project, he estimated, would cost between $5,000,000 and $6,000,000. The Federal Government is to contribute 30 percent or approximately $1,800,000, which will reduce the amount to be paid by the taxpayers to $4,200,000, he continued. This cost can be further reduced in soldiers' relief by employment of men from that role by $2,000,000, which he figured would bring the cost down to about $2,000,000 or $2,500,000.

"So far as a direct saving to the Elevated is concerned, Mr Dana figures that it will be at least $30,000 a year," he continued. "Further, there will be an increase in riding, but what it will be no one can tell.

"We feel that there is ample justification, for the relatively small expenditure involved, for the construction of this subway as far as the opera house."

A. F. of L. in Favor

James T. Moriarty, president of the State Federation of Labor, declared that his organization and the American Federation of Labor has been fighting for a six-hour day in order that more men may be employed and on the proposed project it is planned to have four six-hour shifts.

"We not only favor this subway, but the entire projects submitted to your board," he said, "with the proviso, of course, that they put the entire provisions of the N. I. R. A. into it."

"The American Legion is wholeheartedly in support of this project," Commander James Rose told the board. "We only support it because we have studied it.

Members of the Legislature from Boston, Senators Carroll, Langone, White and Representatives McFarland, Aspell, Owen Gallagher, Killgear, Levins, Kilroy, Barry, Manevitch, J. J. Sullivan and McHugh were recorded in favor of the project.

Francis A. Cotter, chairman of the Legislative Committee, V. of F. W., said: "The veterans are asking for work for their families," thus recording his organization in favor.

Others in favor included Christian Science Monitor, Huntington-av druggists, Huntington-av business men and Suffolk County Council, A. L.

City Councilor Leo Power of Boston, representing the district through which the proposed subway will run, enthusiastically supported the plan, although he thought the subway should run to Longwood av.

Joseph L. Miller, Judge Advocate, Massachusetts Veterans of Foreign Wars, spoke in favor.

Mr Silverman asked those in favor to rise and practically the entire gathering, with the exception of a small group of women and two or three men, were on their feet.

The hearing was continued this afternoon for the purpose of hearing opposition.

JIM O'LEARY GIVEN NEW SOMBRERO BY THE MAYOR

Veteran Baseball Writer of the Globe Gets 10-Gallon Headgear

LEFT TO RIGHT—MAYOR JAMES M. CURLEY, JIM O'LEARY AND JUDGE EMIL FUCHS OF BRAVES

It wasn't Billy the Kid, neither was it Wyatt Earp. The towering crown of that Western sombrero you spied high up in the press box at Braves' Field this afternoon adorned the silver locks of James C. ("Jim") O'Leary, veteran baseball writer and Globe expert.

Jim has a weakness for wide-rimmed skimmers. Mayor James M. Curley is aware of this, so when Jim visited the Mayor's office this morning with a group of baseball officials he stripped Jim of his sombrero and substituted an original Tom Mix 10-gallon headgear.

It is said, by the way, that Jim's initial "Western derby" harks back to the days when he was an ace war correspondent during the war with Spain.

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ALMOST ALL FAVOR SUBWAY APPROVAL

Curley Booed by Woman at Hearing —Ready For Quick Start on Work

Mayor James M. Curley appeared today at a public hearing of the State Emergency Finance Board to urge approval of the proposed $8,500,000 Huntington-av subway as part of the city's $23,000,000 public works program under the National Recovery act. There was gathering of several hundred in the Gardner Auditorium, State House, including many war veterans who hope to obtain work if the project is approved. Originally planned for a smaller hearing room, the crowd was so large that the auditorium was opened.

Occupying a seat with the State Board members was Ex-Gov Alvan T. Fuller, chairman of the Federal Advisory Board of Massachusetts.

Chairman Joseph W. Bartlett of the State Board announced that the board would hear only the Huntington-av subway project. He also warned his audience that the board was not interested in personalities. This allusion was understood to be directed at any critics of Mayor Curley or of his plans who might be on hand.

Corporation Counsel Samuel Silverman, the first speaker, said that the city government has obtained the necessary two-thirds vote of the City Council in approval as well as that of the Mayor, directors of the Boston Elevated and the public trustees of the road.

There was tremendous applause when Mr Silverman introduced Mayor Curley, Mrs Hannah Connors, long a severe critic of the Mayor, booed the chief executive as he stood up to speak.

Mayor Surprised

The Mayor, addressing the gathering, declared that it was not with some surprise that he noticed a "little note" of dissent. He was confident, however, that when all the arguments were in there would not be a single objection to the project, with the possible exception of a director of the Elevated.

Continuing, Mayor Curley outlined all the necessary "approvals" to the project by Federal and State before work may start. However, he pointed out that the work on this project would be performed by day labor, with no contractors involved.

"It is estimated by the transit commission that 3000 men can be employed for three years," he declared, which means that the city will be able to clear the soldiers' relief role "almost to the vanishing point."

Wants Roosevelt to Succeed

After stating that there was no time like the present to undertake this Huntington-av work, the Mayor said, "As to the N. R. A., every American wants to see our President, Franklin D. Roosevelt, succeed in his work of saving this country. President Hoover, admitting his honesty, lacked the powers of leadership to lead us out of a depression like this."

The Mayor said that the welfare expenses of this coming year would be greater than 1932 in Boston if public works projects are not undertaken here. The dole system is fastening itself as tightly on the throats of the American people, he declared, as ever it did in Great Britain. Unless we stop the loafing of our people, there is no telling what will happen.

"There is only one way of giving people purchasing power," said the Mayor, "and that is by giving work and wages. There is no substitute for work and wages. Give the 3000 men, who would be employed on this work a chance to labor and $300,000 will be put in circulation here every month.

"This is not the only project that the city of Boston will advance but it is the most substanial, the soundest."

Before Mayor Curley started reading a set speech, outlining the history of the Huntington-av subway project, he referred to the fact that there would be no contractors employed and said, "this will make it necessary for the scandal mongers and the dirt shifters to crawl back into their own tents."

This statement was greeted with rounds of applause and cheers.

Points to Demand

In his prepared address Mayor Curley pointed out that the demand for a subway along the line of Huntington av "dates back to the time of the extension of the original Tremont-st subway out Boylston st." He proceeded to tell of the growth of the district, passage of legislation authorizing investigation by the Metropolitan Transit Division, Boston Transit Department, Metropolitan Transit District and trustees of the Elevated, all of whom had reported in favor of a subway in or adjacent to Huntington av.

Continuing, the Mayor stated that under the provisions of an act of this year's General Court an appropriation of $10,000 was made available for preliminary surveys, borings and plans. He added that at the present time the Transit department has a force engaged in the preparation of detailed plans. The Mayor said:

"We have the nucleus of a field force together with certain materials and equipment which will make it possible to commence construction work in the field within 48 hours after the approvals called for in the act. It is expected that a maximum of 3000 men will be employed on this work. All of the city employes will be taken from the Civil Service lists of the Commonwealth under the provisions of the Statutes which gives preference to war veterans.

Soldiers' Relief Savings

"In addition to the large number of laborers, mechanical tradesmen, such as carpenters, ironworkers, timbermen, hoisting engineers, bricklayers, cement finishers and plasterers will be required. Many of these men will be taken from the list of veterans now receiving soldiers' aid. The Soldiers' Relief Department, basing their figures on the resultant saving on the Governor-sq job, estimate that the saving in soldiers' relief payments will approximate one and one-half million dollars.

"The number of people residing contiguous to this proposed extension is approximately 100,000, or about the same population as the cities of Cambridge, Lynn, Lowell and Somerville.

"General Manager Dana of the Boston Elevated Railway Company advises that the running time from the Peter Bent Brigham Hospital to Park st, which actually takes 44 minutes because of traffic congestion, will be reduced to 26 minutes, a reduction of about 40 percent.

"The need for improved rapid transit for the Roxbury, Jamaica Plain and Brookline Districts and the employment of thousands of men are not the only purposes to be served by the proposed subway. A serious problem has been created recently by the new Worcester turnpike, which is rapidly nearing completion. A huge volume of motor traffic will be thrown into Huntington av, and it is only a matter of a few months when traffic conditions will become even worse on Huntington av than they were in Governor sq before the completion of the recent subway extension at the point.

To Aid Free Traffic Flow

"There can be no free flow of traffic along Huntington av unless the reservation containing the tracks and poles are removed. The Board of Street Commissioners has statutory authority to compel the Elevated Railway Company to remove the reservation and bring the tracks down to street grade, all at the expense of the Elevated Company.

"This change would cost the Elevated Company at least $200,000, a waste of money if the subway were later constructed, and while the removal of the reservation would be an improvement it would only partly solve the problem, as nothing short of the removal of the tracks as well as the reservation would permit free traffic flow along this important highway. Thus, in addition to providing greatly needed rapid transit facilities and employment for several thousand men, the proposed subway will mean the elimination of traffic obstructions on the surface of Huntington av and result in an excellent thoroughfare connecting the Worcester Turnpike and the city proper.

"No argument is needed to demonstrate that these 7,000,000 persons form a most lucrative field in which to develop the car-riding habit so essential for the very existence of the entire Elevated system. Poor street car service has not attracted this large group. Improved rapid transit undoubtedly will."

Concluding, Mayor Curley declared, "The best way to help President Roosevelt is to put into operation a project that will relieve unemployment, that will give work and wages."

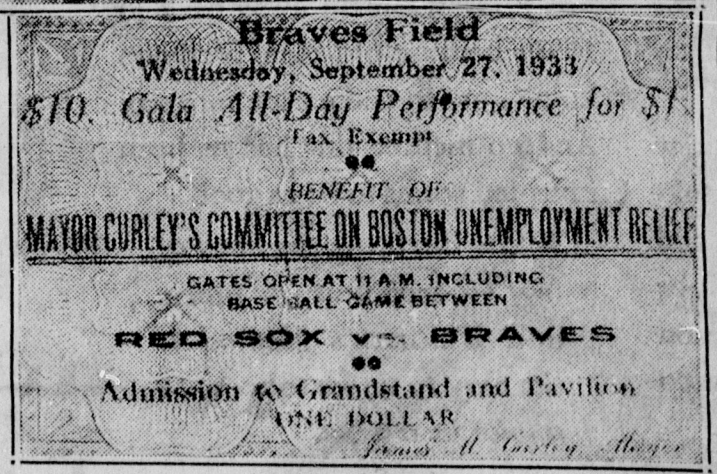
Col Thomas Sullivan of the Boston Transit Department asserted that within 48 hours after the final approval of the project, "We will commence work on the Huntington-av subway."

Judge Logan Speaks

Judge Edward L. Logan, representing the Boston Metropolitan Transit District trustees, informed the State officials that the request for the views of the board had been received too late for the holding of a meeting of the district trustees. He called attention

Globe 8/27/33

DISCUSSING SEPT 27 CHARITY GAME



Braves Field

Wednesday, September 27, 1933

$10. Gala All-Day Performance for $1

Tax Exempt

BENEFIT OF

MAYOR CURLEY'S COMMITTEE ON BOSTON UNEMPLOYMENT RELIEF

GATES OPEN AT 11 A.M. INCLUDING
BASE BALL GAME BETWEEN

RED SOX vs. BRAVES

Admission to Grandstand and Pavilion
ONE DOLLAR

James M. Curley, Mayor

JUDGE FUCHS OF BRAVES, MAYOR CURLEY AND EDDIE COLLINS OF RED SOX TALKING OVER PLANS FOR CHARITY GAME TO BE PLAYED AT BRAVES FIELD SEPT 27. LOWER PHOTO, SPECIMEN TICKET FOR THE GAME.

HERALD 8/28/33

'SPENDING ORGY' LAID TO CURLEY

Mansfield in Bitter Attack On Mayor, Scores Extravagance

DECLARES BOSTON NEAR BANKRUPTCY

In a bitter attack last night on Mayor Curley, whom he accused of "an orgy of spending which has made a small group of men millionaires at the expense of the taxpayers of Boston," Frederick W. Mansfield, candidate for mayor, declared that any candidate accepting Curley's support "will write his own political death warrant."

He reiterated his announcement that he is "anti-Curley" and upbraiding opponents seeking the support of the mayor said: "I know I am not looking for it and I would not accept it under any circumstances."

"BRINK OF BANKRUPTCY"

Mansfield spoke at a carnival at the Orient Heights Yacht Club and charged that the Curley administration has been "the most extravagant in the city's history and has placed Boston in the brink of bankruptcy and receivership."

"It would never have been necessary," he said, "to reduce the wages of city employes one cent had it not been for the grossly extravagant administration of Curley. The grafting contractors and City Hall insiders made millions and this money actually came from the pockets of the taxpayers and city employes."

A threat to challenge, in behalf of unnamed Boston taxpayers, the legality of the election of a mayor, who expends more than $3000 in his campaign, was sent by James J. Irwin, Everett attorney, yesterday, to Malcolm E. Nichols, Frederick W. Mansfield, William J. Foley, Thomas C. O'Brien and Francis E. Kelly.

In a form letter to each candidate Irwin stressed the claim, immediately challenged by city officials, that no candidate can legally expend in excess of $3000 for campaign purposes.

THREATENS LEGAL ACTION

He threatened judicial proceedings in the event that the successful candidate violates what he interprets to be the law restricting expenditures in a mayoralty campaign.

His action immediately recalled that at the end of his campaign in 1929, Mayor Curley contributed a balance of $5000 to the commercial, industrial and publicity bureau, which he organized soon after he assumed office. In the campaign the Curley expenses were many times the limit claimed by Irwin.

To circumvent the provisions of the corrupt practices act, political candidates organize and officially file campaign committees pledged to definite achievements. In the present mayoralty contest, former Mayor Nichols's committee is not only pledged to aid in his election, but in the improvement of Boston—a purpose permitting of the expenditure of an unlimited sum.

The campaign committees of Mansfield and Foley are restricted solely to work for the election of these candidates and expenditures are determined by the number of registered voters in the city.

TRANSCRIPT

City Council Votes to Keep Joy St. Station

Acts on Resolution Presented to It by Fitzgerald

Residents Pay Hultman Call

He Says Afterward They Are Satisfied with His Explanation

The City Council, on a resolution presented by Councillor John I. Fitzgerald, unanimously voted this afternoon against the abandonment of the Joy street police station.

The delegation of residents of the North and West End districts which went to Police Commissioner Eugene C. Hultman this morning to complain against the abandonment of the Joy Street Station left his office completely satisfied with his explanation of the move and of the plans which the department had for the protection of citizens in the Joy street district, Hultman said shortly after the conference.

"Statiion 3 was not closed on pat judgment," Hultman told the delegation, "but the move was the result of over a year's study as to the advisability of the move and after many conferences with the late Superintendent Michael Crowley, who considered the consolidation a reasonable one."

Better police protection of the North and West Ends will be permitted by the abandonment of the Joy street station and putting the duties in the hands of the Hanover street and Milk street stations, Hultman explained. He said that it would permit the use of more men in patrolling the streets in the latter half of the early hours of the morning, which, he pointed out, are the most dangerous as far as the residents of the district are concerned.

The entire district will be recabled as soon as possible, Hultman declared, for the installation of blinker lights and citizens' alarms, the apparatus now being used being more or less makeshift and not permanently reliable.

The wagon house on Joy street will still be maintained, he announced, and will be connected with the Milk street station by direct wire, so that ambulances, cruising cars, and patrol wagons can be sent as needed to any spot in the Joy street district on short notice.

The consolidation, he told the group, will enable the use of more extensive motor patrol, and will not reduce the number of foot patrolman on duty there during any hours.

Hultman expressed himself in favor of police radio, said that its adoption had been approved by Mayor Curley and a group of experts from the Massachusetts Institute of Technology, and that all that remained was for the City Council to make the necessary $300,000 appropriation.

Hultman told reporters after the conference that he had received no word of the filing of a petition for a writ of mandamus by John I. Fitzgerald, city council member, to prevent the closing of the Joy street station. Such a petition was filed with the Supreme Court today by Fitzgerald through Attorney James Yoffa, and was made returnable Wednesday before Judge Henry T. Lummus. The petition sets up that the Joy street district is isolated from Stations 1 and 2 and that the protection of its population of between 75,000 and 100,000 people would be seriously impaired by the abandonment of the old Station 3.

Those in the delegation included George J. Leary, 18 Temple street, chairman; Hugh F. Kierman, 113 Chambers street, representing the Mothers' and Fathers' Club; Irving Seigal, 73 Allen street, physical director of the North End House Joseph F. Doherty, 43 Joy street, North End Young Men's Club; W. E. Remish 14 Irving street; Abe Levine, 55 North Russell street; Art Rabinovitz, 117 Chambers street, Non-Partisan Association and VanNess Bates.

TRANSCRIPT 8/28/33

unit

relieve unemployment, that will give work and wages."

Henry I. Harriman, chairman of the bard of public trustees of the Boston Elevated Railway, declared that the board has repeatedly gone on record that when the time was right financially the project should be carried out. "Our position on the present project is one of qualified approval," he said, namely, that the subway should be constructed to a point beyond Gainsboro street, somewhere near the Boston Opera House and eventually carried up o Brookline Village."

He estimated that such a project would cost between $5,000,000 and $6,000,000, with the Federal Government contributing 30 per cent or apropximately $1,800,000, which would reduce the amount to be paid by the taxpayers to $4,200,000. He estimated also that $2,000,000 would be saved in soldiers' relief by putting men who are receiving such aid to work on the project, and that this would bring the actual cost of the project down to two or two and one-half million dollars.

"So far as the direct saving to the Elevated is concerned, Mr. Dana figures that it will be at least $30,000 a year," he said. "Further, there wil be an increase in riding, but what it wil be no one can tell. We feel there is ample justification, for the relatively small expenditurue involved, for the construction of this subway as far as the Opera House."

Others favoring the construction of the subway were Colonel Thomas Sullivan of the Boston Transit Commission. Judge Edward L. Logan of South Boston, representing the Boston Metropolitan District; James T Moriarity, president of the State Federation of Labor; Past Commander James Rose of the Massachusetts Department, American Legion; and a score of members of the Legislature and civic organizations. Before thehearing adjourned for the orning, Corporation Counse Silverman called upon those in favor to rise and the entire gathering, with the exception of a a smsll group of omen, arose to their feet The hearing will be continued this afternoon.

Of the $23,500,000 expenditure urged by Mayor Curley, Boston cannot afford to spend more than $7,000,000 for new public works in co-operation with the N R A program, officials of the Boston Municipal Research Bureau told the State Emergency Finance Board at the public hearing on the mayor's schedule held today at the State House. The bureau, whose board of directors comprises twenty-three prominent Bostonians, attacked the plan for an $8,500,000 Huntington avenuo subway, declaring it unjustined from any standpoint, whether of transit, traffic or unemployment relief.

The many different routes proposed for this subway have indicated "a woeful lack of real planning," the Bureau asserted. Aside from a possible Federal grant of $2,500,000, the bureau said that this project would throw on taxpayers the full burden of an outlay which, with carrying charges over the next fifty years, would amount to $12,000,000, as against an estimated saving of only $2,600,000 on soldiers' relief.

The Municipal Research Bureau is anxious to aid the movement toward national recovery, the executive committee told the board. On the other hand, it is equally anxious to insure two things: (1) that the finances of Boston will not be so overloaded as to injure the city's credit position and (2) that property-owners shall be protected from inadvisable additions to heavy tax burdens they have been carrying during the depression.

Mayor Curley proposes twelve Federal-aid projects at a total expense of $23,500,000, the bureau said. Since the Federal Government will pay thirty per cent of the cost of labor and materials on such projects as it approves, the maximum of new municipal debt which is contemplated would amount to approximately $16,500,000.

"This program is far beyond that which the city of Boston can afford; and, in view of the city's large-scale building program in recent years, it is far beyond that which should be expected of this community as its contribution toward stimulating industrial recovery," it was said. "It represents a more liberal position than can conscientiously be taken by many citizens anxious to help end the depression, but who cannot afford to pay the larger property taxes that must inevitably follow.

"Our study of the financial status of Boston leads us to recommend strongly that not more than $7,000,000 in public works should be approved. This sum would include $5,000,000 in new debt to be assumed by the city, and $2,000,000 of Federal-aid. On the basis of available data, we believe that the following projects would be the most advisable in such a program, arranged in order of preference:

Transit and traffic relief (instead of Huntington subway)	$2,000,000
Reconstruction of streets	2,000,000
Schoolhouse construction	2,000,000
Police stations and signal system	600,000
Adjustment for items involving no Federal grant	400,000
Total suggested program	$7,000,000

"If an $8,500,000 subway is decided on the full limit of advisable over-all expenditures will have been used up, and expenditures for other projects would be inadvisable. It is to be hoped that approval of a subway of extremely doubtful worth will not prevent execution of more meritorious projects."

In a seventy-page memorandum filed with the board by H. C. Loeffler, secretary, the bureau discusses all phases of the mayor's program as thus far announced, and at the same time supplies detailed arguments favoring the $7,000,000 schedule proposed as a substitute.

The Bureau Program

Instead of a subway, the executive committee recommends that "a one-level underpass should be constructed at the intersection of Huntington and Massachusetts avenues, and traffic regulations should be made more drastic. Even if the completion of the Worcester Turnpike greatly increases Huntington avenue traffic, these remedial steps would go far toward taking care of congestion.

"The bureau urges that not more than $2,000,000 be expended for specific transit and traffic relief projects. This sum will permit the construction of several one-level underpasses at congested street intersections" in addition to the proposed improvement at Huntington and Massachusetts avenues.

As a further means of co-operation with N R A, the Research Bureau recommends that Boston's "normal paving requirements for 1934 and 1935 be cared for by a $2,000,000 program of street reconstruction and repair at this time. City bonds to pay for these expenditures should have a maximum term not exceeding ten years.

"Much manual labor is required for pavement work. The maximum reduction in welfare expenditures would occur if such work is made available to those on the city's welfare rolls who are now receiving the largest weekly allowances. Study of pedestrian and vehicular accidents at hazardous street intersections, and of relief for congested, narrow sidewalks should be hastened, in order that part of the $2,000,000 may be utilized to eliminate the most dangerous points and crowded conditions."

Favoring an allotment of $2,000,000 for schoolhouses, the bureau finds that "the present and future school needs of growing West Roxbury justify the construction of a high school." Also, "the construction of a junior high school in South Boston should permit readjustment of school plans there on a more efficient basis.

"General advantages of the two projects are the provision of better school facilities, anticipation of building needs for the near future and relief of unemployment in the building trades. General disadvantages are the violation of the pay-as-you-go policy, the cost of sites and increase in maintenance costs.

"Mayor Curley's program provides for three new police station houses costing $200,000 each—No. 11 at Fields Corner, No. 17 in West Roxbury and one new station to take the place of Nos. 9 and 10, which are to be consolidated. This program should at least be reduced so that not more than two station houses are constructed, eliminating proposed construction of a new house 11. This would make $200,000 available for improving the police cables and patrol boxes. A better plan would be to build but one new station costing $200,000, and complete the work on the system of police communications at a cost of some $345,000, less recent expenditures for this purpose from regular police budgets."

The remainder of the mayor's program calls for more fire stations, park and playground improvements and much other public construction. The bureau discards these as impracticable, claiming Boston cannot afford to assume further debt to construct them and "because in some cases examination shows that the projects are unnecessary and without real public value."

Globe

CANDIDATES FOR MAYOR OPEN CAMPAIGN THIS WEEK

The campaign for election of a successor to Mayor Curley is scheduled to get under way this week. All candidates, with the exception of ex-Mayor Nichols, will take the public platform during the next few days. Ex-Mayor Nichols is to begin his campaign Sept 5.

Frederick W. Mansfield and ex-Congressman Joseph F. O'Connell of Brighton promise to be the most active candidates during this week. O'Connell will begin an active campaign against Nichols and Mansfield will direct his fire at both Mayor Curley and ex-Mayor Nichols.

Henry J. Sullivan, president of the League of Foley-for-Mayor Clubs, and one of the most active supporters of the district attorney, will be standard bearer for that group at numerous public gatherings this week.

TRANSCRIPT 8/28/33

28

Curley Urges Huntington Ave. Subway

Declares $8,500,000 Project Will Provide Employment for 3000 Men

Opposition Headed by Research Bureau

Calls Subway "Unjustified" and Says Other Projects Are More Needed

Declaring that the immediate construction of the Huntington avenue subway at an estimated cost of $8,500,000 would provide employment for approximately three thousand persons and that the wages paid to those employed would result in an additional $500,000 being put into circulation in Boston every month, Mayor Curley today urged the State Emergency Finance Board to approve the project. The hearing was held in the Gardner Auditorium at the State House and was attended by about five hundred persons.

The city of Boston, through its corporation counsel, Samuel Silverman, recently submitted to the State board a public works program calling for the expenditure of $23,500,000, to be undertaken under the N R A, but the Huntington avenue project was the only item considered by the board today. The members of the Federal Advisory Public Works Board for Massachusetts, which is headed by former Governor Alvan T. Fuller, sat in with the State board to hear the arguments on the project.

Opposition to the construction of the subway was headed by officials of the Boston Municipal Research Bureau, whose board of directors comprises twenty-three prominent Bostonians. They held that the project was "unjustified" from any standpoint, whether of traffic, transit or unemployment relief. The bureau listed a number of other projects, which, it contended, are more needed at the present time than the proposed subway.

The first speaker was Corporation Counsel Silverman, who declared that the city government has obtained the necessary two-thirds vote of the City Council as well as the approval of the mayor, and the board of directors and trustees of the Boston Elevated Railway Company. He then introduced Mayor Curley, who was roundly applauded by those present at the hearing. Mrs. Hannah M. Connors, opponent of the mayor, booed as he arose to address the board.

Could Use 3000 Men

In opening his remarks, the mayor declared that "it was not without some surprise that he noticed a little note of dissent." He said that he was confident that when all arguments were heard there would not be a single objection to the project, with the possible exception of a director of the Boston Elevated Railway.

He then outlined all the necessary approvals to the project by Federal and State authorities before the project could be started and added that the work would be performed by day labor, with no contractors involved. "It is estimated by the transit commission that 3000 men can be employed for three years," he declared, "which means that the city will be able to clear the soldiers' relief role almost to the vanishing point.

"There is no time like the present to take advantage of this Huntington avenue work. As to the N R A, every American wants to see our President succeed in his work of saving this country. President Hoover, admitting his honesty, lacked the powers of leadership to lead us out of a depression like this."

The mayor told the board that the welfare expenses of the city would be greater than those of 1932 unless the public works projects are undertaken here. "The dole system is fastening itself as tightly on the throats of the American people as ever it did in Great Britain," he declared. "Unless we stop the loafing of our people, there is no telling what will happen.

"There is only one way of giving people purchasing power and that is by giving work and wages. There is no substitute for work and wages. Give the 3000 men, who would be employed on this work, a chance to labor and one half a million dollars will be put into circulation here every month. This is not the only project that the city of Boston will advance, but it is the most substantial."

Outlining the history of the Huntington avenue subway project the mayor referred to the fact that no contractors would be employed and added "This will make it neccessary for the scandal mongers and the dirt shifters to crawl back into their own tents." This statement was greeted by a round of applause. The mayor then read from a prepared address:

"The Legislature of this year enacted Chapter 366 of the Acts of 1933, being an act enabling cities and towns to secure the benefits provided by the National Industrial Recovery Act. Part two of this act authorized the construction of a subway to be connected with or to be an extension of any existing subway. This legislation was accepted by the City Council of Boston on Aug. 7, approved by the mayor on Aug. 8, and accepted by the Board of Directors of the Boston Elevated Railway Company on Aug. 10. The extension requires the further approval of the Emergency Finance Board, the approval of the governor and council, the approval of the Department of Public Utilities of the Commonwealth, as well as the proper Federal authorities, and is dependent upon securing a substantial part of the cost of the construction under the provisions of the National Industrial Recovery Act.

Nucleus of Field Force

"The acceptance of this act made available the appropriation of $10,000 for preliminary surveys, borings and plans, and at the present time the department has a force engaged in the preparation of detail plans. We have the nucleus of a field force together with certain materials and equipment which will make it possible to commence construction work in the field within forty-eight hours after the approvals called for in the act. It is expected that a maximum of three thousand men will be employed on this work. All of the city employees will be taken from the civil service lists of the Commonwealth under the provisions of the statute which gives preference to war veterans.

"In addition to the large number of laborers, mechanical tradesmen, such as carpenters, ironworkers, timbermen, hoisting engineers, bricklayers, cement finishers and plasterers will be required. Many of these men will be taken from the list of veterans now receiving soldiers' aid. The Soldiers' Relief Department, basing their figures on the resultant saving on the Governor square job, estimate that the saving in soldiers' relief payments will approximate one and one-half million dollars.

"The number of people residing contiguous to this proposed extension is approximately 100,000, or about the same population as the cities of Cambridge, Lynn, Lowell and Somerville.

"General Manager Dana of the Boston Elevated Railway Company advises that the running time from the Peter Bent Brigham Hospital to Park Street, which actually takes forty-four minutes because of traffic congestion, will be reduced to twenty-six minutes, a reduction of about 40 per cent.

Need Better Transit

"The need for improved rapid transit for the Roxbury, Jamaica Plain and Brookline districts and the employment of thousands of men are not the only purposes to be served by the proposed subway. A serious problem has been created recently by the new Worcester Turnpike which is rapidly nearing completion. A huge volume of motor traffic will be thrown into Huntington avenue, and it is only a matter of a few months when traffic conditions will become even worse on Huntington avenue than they were in Governor Square before the completion of the recent subway extension at that point.

"There can be no free flow of traffic along Huntington avenue unless the reservation containing the tracks and poles are removed. The Board of Street Commissioners has statutory authority to compel the Elevated Railway Company to remove the reservation and bring the tracks down to street grade, all at the expense of the Eyevated Company. This change would cost the Elevated Company at least $200,000, a waste of money if the subway were later constructed, and while the removal of the reservation would be an improvement it would only partly solve the problem, as nothing short of the removal of the cars as well as the reservation would permit free traffic flow along this important highway. Thus, in addition to providing greatly needed rapid transit facilities and employment for several thousand men, the proposed subway will mean the elimination of traffic obstructions on the surface of Huntington avenue and result in an excellent thoroughfare connecting the Worcester Turnpike and the city proper.

"No argument is needed to demonstrate that these seven milion persons form a most lucrative field in which to develop the car-riding habit so essential for the very existence of the entire Elevated system. Poor street car service has not attracted this large group. Improved rapid transit undobutedly ill.

To Help Recovery

The mayor concluded by declaring, "The best way to help President Roosevelt is to put into operation a project that will

TRANSCRIPT 8/24/33

Can Boston Afford $23,500,000 More?

Not only the Huntington avenue subway, but every phase of Mayor Curley's plan to spend $23,500,000 in new public works, was thrown open to full and penetrating discussion as the Emergency Finance Board began hearings today on the mayor's N R A program. This State board, it seems likely, will spend not less than a fortnight in thorough examination of the city's proposals. Thereafter, the projects still must face the Federal Advisory Board for Massachusetts led by Alvan T. Fuller as chairman. Such opportunity of critical study is greatly to be welcomed in a city whose home-owners and other property-holders are already bearing an inordinate tax-burden, heavier than they have the means to pay, as the dangerously increasing percentage of tax-delinquencies proves.

Regarding the $8,500,000 plan for a Huntington avenue subway, the duty and need of thorough study by the Emergency Finance Board are peculiarly clear. Both the public trustees and the private directors of the Elevated have, in effect washed their hands of the responsibility. The trustees, while not initiating the project this year, give their approval "under the circumstances." They admit that not the least chance exists of making the costs of such a rapid-transit line pay its own way from new revenue. The whole cost, they declare, must be thrown on the tax-budget. If the city of Boston wants to make this heavy addition to the burden already borne for the Elevated's operating deficit—now estimated at 94 cents in the tax-rate upon every home in Boston—the trustees waive dissent on the general theory that they do not pay the bills. Substantially the same attitude has been expressed by the Elevated directors, who assented to the project this year despite the intense opposition of the board's chairman, Bernard J. Rothwell, being content to leave the decision to the State and Federal Boards of review.

Obviously, under these conditions, the Emergency Finance Board has an unusual responsibility to examine with critical thoroughness not only the subway project, but every item of the mayor's elaborate spending plans. When it comes to the matter of this city's co-operation with the N R A program, one fact stands out as worthy of the most forceful note. The outlay of all possible cash for public works to relieve unemployment is by no means a new procedure for Boston. Ever since the depression began, as the Municipal Research Bureau points out, Boston has been carrying on a very liberal program of this character, including the immensely costly new vehicular tunnel under the harbor and the extension of the Governor square subway. If the city is now to be saddled with anything like such an additional burden of debt—amounting to $16,500,000 as Boston's direct share of the cost under the mayor's plan—the tax-burden will be made still more unbearable, and, after a brief period of temporary economic relief, the real recovery of Boston's prosperity may be seriously handicapped and delayed.

HERALD 8/29/33

Mayors'-Taxpayers' Code Just as Vital as Any

To the Editor of The Herald:

Although the name of Boston is now seldom heard west of the Hudson, and "The Hub" is now quite obsolete, still Boston keeps the odd tenor of her way, and continues to flourish as no mean city. It would seem gracious to offer a modern and more fitting name to the erstwhile Athens of America.

Boston may or may not be a state of mind, she may be only a ghost of her storied past, yet she is nothing if not distinguished. Ask the mayor; ask any one who has lived within her gates long enough to imbibe her rare atmosphere, and you will hear the same report of unique genes and penates. Has not the mayor, on tour, in polished accent, upheld the Boston tradition and brought the attention of the world to her peculiar virtues?

When other cities were begging alms from Uncle Sam, her proud mayor squarely told an indigent country that Boston was beyond all need because "she felt the depression less than other cities." That was and is true, because the good folk are too numb now to feel it, and the relief dole continues unabated, while other towns and cities have reduced the outgo appropriate to the improved conditions.

What other class A city would support so freely two losing baseball teams year after year, and like it? (Note: Recent developments hint that her baseball tradition may be upset).

We have failed to hear of it if any other city subsidizes a street railway that will never show profit, with $3,000,000 a year out of the treasury, while the mayor fights the taxpayers to build more subways. The taxpayers and car riders on Huntington avenue can give the details. Perhaps this answers the query, often raised, why border towns and cities are so coy about joining the metropolitan district.

Yet in fairness we must say that the Queen City on the Charles has something in common with her sister cities—she has a mayor problem. Notwithstanding she has unsuccessfully wished her mayor on the Washington magi, and even on the Puerto Ricans, it might be worse; think of Louisiana, or Newburyport, or Chicago, or New York in their hours of travail. We would remind our beloved city that mayors come high, yet we must have them, and the supply is plenty. The New Dealers in Washington missed a vital need when they omitted a code for mayors and taxpayers.

ALBERT C. HOWE.

Ashburnham, Aug. 25.

Globe

NEW PARK NAMED FOR LOMASNEY

Council Votes on Site at Nashua and Charles Sts

Kelly Complains His Street Alone in Ward Is Repaired

The playground at the corner of Nashua and Charles sts, which will be completed at an estimated cost of $200,000, will be known as Martin M. Lomasney Park, in memory of the famous West End leader who died recently. One of the last projects to interest Mr Lomasney was making certain that there would be a playground at Nashua and Charles sts.

Councilor John I. Fitzgerald offered the order for naming the playground and it was passed under suspension of the rules by the Boston City Council yesterday.

Francis Kelly, Councilor from Ward 15, Dorchester, one of the candidates for Mayor of Boston, attacked the present Mayor yesterday. It appears that Ward 15 needs street repairs, according to Councilor Kelly, and the only street that is being repaired is Topliff, which happens to be the one where Councilor Kelly lives.

Blames Mayor for Action

According to Kelly, the fixing of the street puts him on the spot, so far as the rest of his ward is concerned. He blamed Mayor Curley for it yesterday when he introduced an order asking that 120 streets in Ward 15 be resurfaced. Meanwhile, Topliff-st construction will continue and, according to Councilor Kelly, will not be completed until after election.

Mayor Curley, in an order offered by Councilor John F. Dowd, is asked to consider the advisability of closing all city and county departments at 4 o'clock, instead of 5 o'clock, daily. Mr Dowd also offered an order intended to provide a checkup of contractors employing workers who do not live in Boston. He asked that contractors doing city work be compelled to furnish a weekly list of employes and addresses.

In anticipation of the city's share of the new State tax on intangibles, the City Council yesterday gave second reading to the order appropriating $7,500,000 for utilization in reducing the tax rate.

ote to Borrow $7,500,000

City Treas Edmund L. Dolan, under an order passed yesterday, is authorized to borrow on notes or certificates of indebtedness not to exceed $7,500,000 in anticipation of taxes.

On recommendation of Corporation Counsel Samuel Silverman, the Council authorized the reimbursement of patrolman Wayland F. Tripp in the amount of $2568. Councilor Ruby had sponsored the order calling for payment but until yesterday it was bootled around. A judgement against the police officer as a result, as he claimed, of an act in performance of duty, was returned against him in the Superior

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cut

months ago that his concern could easily equip the city with two-way radio for the $75,000 appropriated.

But that was before Mr. Calvert knew that the Hultman specifications were to require new cables from headquarters to the station houses, each cable carrying upwards of 50 wires, chiefly for blinker light use.

Hultman planned and is still planning to make radio carry the financial load of his blinker light error. So, Boston is still without any police radio.

When a citizens' committee called on Hultman yesterday to protest against elimination of Joy Street station they were sent to the new North End station house for a demonstration of the blinker light system there.

They were given to understand that the blinkers will take care of their police needs—the blinker lights which are being discarded in radio-equipped New York, St. Paul, El Paso, Rochester, N. Y., Buffalo and other cities.

TRANSCRIPT

Lomasney's Name Is Given to Park

The new municipal recreation reservation at Charles and Nashua streets was officially designated as "Martin M. Lomasney Park" by vote of the City Council at its meeting late yesterday afternoon. The reservation, approaching its final stage at a cost of $200,000, was authorized by the Legislature and approved by Mayor Curley and the council through the initiative of Lomasney. The mayor recommended that it be named in memory of the West End leader soon after the latter's death recently. The order was introduced by Councilor John I. Fitzgerald.

Loan orders totaling $7,300,000 to meet the demands for unemployment relief for the rest of the year were passed on second reading. After the approval of State financial authorities, $3,800,000 will be appropriated for public welfare expenditures.

In an effort to prevent city contractors from employing aliens, the council passed an order introduced by Councilor John F. Dowd, requiring contractors to supply a weekly list of the names and addresses of their employees.

Subject to like action by the mayor, the council approved reimbursement of Patrolman William F. Tripp, against whom a judgment amounting to $2568 was returned in Superior Court some time ago. Tripp claimed that an assault which he was charged with having made on a prisoner was committed by another patrolman, but in a civil proceeding he was found liable. The council previously had refused to act on the reimbursement, but disposed of the matter when Councilor Israel Ruby said that Corporation Counsel Samuel Silverman had recommended favorable action.

OPPONENTS OF CURLEY'S WORK APPEAL HISSED

Cat-calls and hisses, interspersed with hearty applause, greeted speakers who appeared before the state emergency finance board at the State House yesterday to oppose Mayor James M. Curley's plan for the construction of an $8,500,000 subway under Huntington ave.

Although the mayor has argued that the construction of the subway would give employment to 3,000 men and virtually wipe out the Soldier's relief list in Boston, representatives of both the Chamber of Commerce and the Boston Real Estate Exchange opposed the project. Many Roxbury and Jamaica Plain organizations opposed it.

Eliot Wadsworth, president of the Chamber of Commerce, received the first blast of heckling when he voiced disapproval of the mayor's plan. But the reception which he was accorded was mild compared to that received by Mrs. Hannah Connors, Curley foe and representative of the Massachusetts Real Estate Home Owners Association.

When greeted by shouts and hisses, Mrs. Connors appealed to Chairman Joseph W. Bartlett of Newton, who asked fair play from the audience, most of whom were in favor of the planned construction. The same plea was voiced by Corp. Counsel Samuel Silverman.

The Good Government Association, in submitting a statement, expressed doubt as to the wisdom of the plan.

All those opposing the plan were unanimous in stating that it was wasteful and ill-considered, and that it would impose an added burden on taxpayers as well as endangering the city's finances in years to come.

cont

HERALD

Huntington avenue.

With regard to the lack of justification of the expenditure for the subway he said:

The first objection is that the present financial condition of the city of Boston; the unprecendentedly high rate of taxation and the high percentage of uncollectable taxes. forbid its now undertaking a further large annual burden through non-liquidating enterprises, unless or paramount importance.

It is highly improbable that any additional revenue resulting from construction and operation of such a subway would even remotely meet the annual charges it would entail for interest and amortization by sinking fund. These, based on a total cost, would amount to $385,-500 yearly, and on the net cost, after deduction of the expected gift of 30 per cent. by the United States government, would foot up $275,000 yearly.

The deficit of the Elevated this year will cost the taxpayers of Boston, alone, over $1,790,000; it already adds nearly $1 per $1000 to the tax rate. They can ill afford further addition.

These considerations, together with your realization of the further burden of expense which NRA codes place on the business community and which eventually must fall on consumers, I am confident, will have great weight with this board, for few of our citizens believe that money borrowed now from the United States government will not have to be repaid.

Mr. Roth will recommend extending the subway under Copley square and Dartmouth street, emerging on Huntington avenue, at Stuart street. He would relieve traffic at Huntington and Massachusetts avenues by an underpass.

The Boston municipal research bureau in a prepared statement read to the board asserted, in effect:

Of the $23,500,000 expenditure urged by Mayor Curley, Boston cannot afford to spend more than $7,000,000 for new public works in co-operation with the NRA program. The bureau, whose directorate includes 23 prominent Bostonians, declared the subway unjustified from any standpoint whether of transit, traffic or unemployment relief.

POST

MANSFIELD ATTACKS CURLEY AND NICHOLS

"There will be no morning, noon and night Mayors on the sidelines handling the affairs of the people at City Hall during the next four years," former State Treasurer Frederick W. Mansfield declared last night as he carried his campaign for Mayor into house rallies at Roxbury and Dorchester.

In a double-barreled attack upon the administrations of Mayor Curley and former Mayor Nichols, he charged that millions of dollars of the taxpayers' money had been wasted through alleged extravagance and inefficiency.

RECORD 8/-9/33

Abolish Mr. Hultman, - Instead of Station 3

The laugh is on the face of Commissioner Hultman. The laugh also seems to be on the people of Boston, who want police radio and don't get it. Likewise on the citizens who are protesting against the abandoning of Joy St. police station

Instead of abandoning the needed Joy Street police station why not abandon Police Commissioner E. C. Hultman?

Hultman closed Joy Street station. He left the Beacon Hill district and its wealthy homes without adequate police protection. The same lack of protection applies to the congested West End.

Hultman defies the taxpayers and the Boston public in other ways. He had a mandate from the City Council to put in police radio. He had the same mandate from Mayor Curley and from the citizens.

Those mandates were served upon him two years ago. It was two years ago next Thursday, to be exact, that the City Council voted for police radio.

No police radio yet. The laugh—the Hultman laugh—seems to be on the Boston citizenry and their official representatives.

The City Council appropriated $75,000 for police radio. That is enough. A complete one-way radio system can be installed for that. Other large cities have found one-way radio adequate.

But Hultman demands two-way radio and calls for $350,000. His scheme is to use the most of that money to complete his blinker light system and make the cable renewals the blinker system requires.

Two-way radio could be installed for $75,000. J. E. Calvert, an engineer for the Radio Corporation of America, told Boston police reporters a few

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HUGE SUBWAY PLAN ATTACKED AND DEFENDED

Boos, Cheers Greet Curley As He Urges $8,500,000 Huntington Ave. Project

ROTHWELL ASSAILS SCHEME AT HEARING

Declares Elimination of Motor Traffic Problems More Urgent

By RICHARD O. BOYER

Amid a discordant and highly competitive chorus of cheers and boos, Mayor Curley yesterday asked the state emergency finance board to approve the proposed $8,500,000 Huntington avenue subway project. The mayor declared that it would put 3000 men to work for three years, provide a highly necessary public improvement, and reduce soldiers' relief almost to the vanishing point, while the chamber of commerce, the municipal research bureau and other critics alleged that the proposed expenditure would be an almost complete waste of money.

The atmosphere yesterday before a large crowd packing Gardner auditorium at the State House was almost as bitter and disputatious as if the speakers had been arguing concerning religion. It was difficult to bear in mind, so emotional was the verbiage, that speakers were discussing as factual and matter of fact a project as subway construction. And the reason for the intensity was not difficult to find. For a large portion of the audience was composed of unemployed veterans to whom the success of the proposal meant money and a chance to straighten disordered lives. And an equally large portion was composed of small property holders to whom the proposal meant the possibility that their taxes and financial troubles would be increased.

REPLIES TO MRS. CONNORS

The note of the meeting was struck when Mayor Curley, dignified, bland and confident, strode down the aisle to be greeted by the vocal conflict of those who cheered and booed. Mrs. Hannah M. Connors, most militant and insistent of the mayor's critics, jumped to her feet and emitted a shrill but powerful soprano boo that mounted above the clamor with the ease of a steam whistle. Mayor Curley turned and glared at his tireless critic and gave vent to a bit of sotto voiced comment which turned Mrs. Connors's features crimson. According to Samuel Silverman, corporation counsel, the mayor said: "What big feet you have, Hannah."

The mayor, undisturbed by this byplay, cleared his throat and outlined his reasons for advocating the construction in the fluent, easy periods that have gained him fame as an orator. Now and then he was interrupted by the cheers of the veterans, whose clamor was a signal for the competitive boos of the proposal's opponents.

Asserting that the welfare expenditure for 1933 would be greater than the preceding year if public works were not immediately undertaken with the aid of federal funds, the mayor said: "There is only one way of giving people purchasing power. That is by giving work and wages. Unless we stop the loafing of our people there is no telling what will happen. Give the 3000 men who would be employed on this work a chance to labor and one-half million dollars will be put in circulation every month."

The $8,500,000 subway project is but a part of the $23,500,000 public works campaign the mayor proposes to carry out with federal aid in conjunction with national recovery act program. Critics of the gigantic public works program declare that in the last analysis the expense will be met by already overburdened property owners.

"This is not the only project," said the mayor, "that the city of Boston will advance. But it is the most substantial, the soundest. The demand for a subway along the line of Huntington avenue dates back to the time of the extension of the original Tremont street subway out Boylston street. Gov. Fuller in 1929 approved the resolve providing for an investigation and report on the construction of a subway under Huntington avenue and Stuart street. Since that time various boards such as the division of metropolitan planning have reported in favor of a subway in or adjacent to Huntington avenue as part of every comprehensive plan suggested.

"We have the nucleus of a field force, together with certain materials and equipment, which will make it possible to commence construction work in the field 48 hours after the approvals called for in the act," the mayor continued, pointing out that the work would not be performed by private contractors. Such a project as the proposed subway, or any under the terms of the NRA, would have to be approved first by the state boord, then by the federal administrators' board in Massachusetts under former Gov. Fuller, afterwards by Gov. Ely and finally by the federal government.

"All of the city employes on this project," the mayor continued, "will be taken from the civil service lists of the commonwealth under the provisions of the statutes which gives preference to war veterans. In addition to the large number of laborers, mechanical tradesmen, such as carpenters, bricklayers, cement finishers, ironworkers, timbermen, hoisting engineers and plasterers will be required. Many of these men will be taken from the list of veterans now receiving soldiers' aid. The soldiers' relief department estimates that the savings in soldiers' relief will approximate $1,500,000."

Among the most important of the criticisms of the mayor's proposal was Eliot Wadsworth, president of the chamber of commerce, who began with the statement, "The building of this subway is the most extravagant waste of public money that has yet been proposed. The chamber of commerce opposes this project. We do not believe it serves a practical purpose nor that it meets the requirements of social and economic necessity called for by the federal public works administration.

"The subway would cost over $5,000,000 a mile, perhaps the most expensive trackage in the world outside of some New York tunnels. As a transit facility it cannot possibly be justified. The number of passengers using Huntington avenue street cars has decreased 40 per cent. in eight years and is still decreasing. The total number of passengers using the Elevated service has decreased 30 per cent. in nine years. This shrinkage in street car earnings is not confined to Boston, but is common to every city in the world. To spend a huge sum for subway facilities means providing an additional plant at tremendous expense for a declining industry."

One of the most impressive of the objectors was Bernard J. Rothwell, a director of the Boston Elevated Railway Company, which many of the critics said would benefit by the proposed construction.

He said in part:

My position in this matter had been made clear to other members of the board of directors. They do not question my right as a citizen of Boston and a taxpayer, to oppose this project. I shall endeavor to make clear to this board, the reasons for my opposition.

First, neither public interest nor public necessity justify any such excessive expenditure as this proposition involves.

Second, there is practically no urgent general demand for its construction.

Third, it completely ignores the outstanding traffic problem of the city of Boston.

Fourth, any possible advantage would be entirely disproportionate to its cost.

Fifth, it has no legislative indorsement.

In explaining his charge that the construction would do nothing to solve the outstanding traffic problem of the city, he said:

The traffic problem is not the hastening by a comparatively few minutes, the movement of a relatively few "Elevated" cars per hour. It is the far more important one of accelerating the movement of the vastly greater number of motor driven vehicles. Traffic congestion at the three sections of Huntington and Massachusetts avenues is rapidly becoming intollerable. Already it chokes up both avenues for long distances. Motor vehicles are not infrequently halted three or four times before effecting a crossing. Another badly congested intersection demanding relief is that of South Huntington avenue and the Riverway, where heavy streams of traffic constantly criss-cross. These conditions will be aggravated by the largely increased number of automobiles entering the city by way of the nearly finished Boston-Worcester high-speed highway through Brookline village and

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THEATRICAL STARS AT CITY HALL

Left to right, Mayor Curley, Jane Manners, Joe Cook, Helen Folsom, Dave Chasen.

MAYOR WELCOMES JOE COOK, COMEDIAN

Mayor Curley interrupted a conference of upholstery workers and employers in his office at City Hall yesterday afternoon long enough to greet Joe Cook, star of the musical comedy, "Hold Your Horses," which opens tomorrow night at the Shubert Theatre.

The mayor waved aside discussion of piece work rates and daily wages to stand in a group which included Cook, his well known "stooge," Dave Chasen, and four girls from the show: Jean Manners, Phyllis Carroll, Levenoria Sydalis and Helen Folsom, to have his picture taken.

Joe wore a purple coat and purple top hat, which he wears in the show. He is the most bashful comedian in captivity and balked when his press agent told him he was expected to drive an old-fashioned landau down Tremont street, with the girls seated inside, while a sign on the back advised Bostonians to "Hold your horses until you see Joe Cook."

The comedian rode alone in a taxi to City Hall, where a motley crew of musicians halted their comedy playing to play "Tammany" for Mayor Curley. The pause in the conference was so refreshing to the mayor that he gave all copies of his 1932 Washington birthday proclamation and autographed photographs of himself. As the group filed out of the mayor's office they heard Curley saying: ". . . now cut out talk about strikes in the upholstery business . . ."

LOMASNEY'S NAME IS GIVEN TO PARK

Mayor and City Council Honor Memory of West End Leader

The city council yesterday officially designated as "Martin M. Lomasney park" the new municipal recreation reservation at Nashua and Charles streets. This project, approaching the final stage of construction at a cost of $200,000, was authorized by the Legislature and approved by Mayor Curley and the city council through the initiative of Lomasney, and immediately on his death the mayor recommended that the park be named in memory of the West end leader. The order was introduced by Councilman Fitzgerald.

After delaying action for weeks the council approved, subject to like action by the mayor, the reimbursement of Patrolman Wayland F. Tripp, against whom a judgment amounting to $2568 was rendered some time ago. Tripp claimed that the assault which he was charged with committing on a prisoner was committed by another policeman but in a civil proceeding he was found liable.

The council has been reluctant to approve the reimbursement and after refusing to act for weeks, took definite action yesterday, when Councilman Ruby said that Corporation Counsel Silverman had recommended favorable action.

POST

NEW PAVEMENT AROUSES KELLY

Says Mayor Ordered It to Defeat Him in Election

Disclaiming all credit for repairing his home street, City Councillor Francis E. Kelly of Ward 15, Dorchester, last night charged that Mayor Curley ordered a nice, new smooth pavement for Topliff street in a "sneaky and underhanded" attempt to defeat the Councillor in the coming election.

Councillor Kelly, who has announced his candidacy for Mayor, explained that there are 120 other streets in his home district that need repair, but the Mayor will not do anything about it.

"The Mayor has ordered my street repaired so that the voters on the other 120 streets will be against Kelly in the November election," said the Dorchester Councillor. "He has planned it out that the construction work will be going on in my street during the campaign, so that all my opponents will be able to say, 'Look, Kelly is having his own street fixed and is doing nothing for the voters on the other 120 streets that need repair,'" protested the Ward 15 Councillor.

At the conclusion of his speech, he secured the passage of an order by the Council, requesting the Mayor to order the reconstruction of 120 streets in Ward 15.

Post 8/29/33

BATTLE SUBWAY EXTENSION PLAN

Wild Scenes at State House as Supporters and Foes of Mayor's Proposal Loudly Voice Feelings

Cheers and jeers, boos and catcalls, mingled with bronx cheers, rang through the Gardner Auditorium at the State House, yesterday afternoon, as supporters and opponents of Mayor Curley's proposal to construct a Huntington avenue subway extension under the NRA vied with each other in deriding the respective arguments.

URGES UNDERPASSES

Out of all the discussion, substantial and personal, the only really new proposition came from Bernard Rothwell, director of the Boston Elevated Railway. Mr. Rothwell contended that the $8,500,000 extension under Huntington avenue suggested by the Mayor would not meet the traffic demands of the city and would be a waste of city taxpayers' money, and proposed a counter plan which would consist of a series of underpasses at intersecting streets along the line of Huntington avenue. His plan, he argued, would speed traffic in that section of the city, and would cost the taxpayers only a small part of the money which would be necessitated if the Mayor's plan should be adopted.

Curley Lauds Extension Plan

The hearing was confined to discussion of the Huntington avenue traffic proposal of Mayor Curley, who has outlined expenditures totalling $23,000,000, which he will ask the Emergency Finance Board to approve, but Chairman Joseph W. Bartlett of that board said yesterday that the other matters would have to be heard later, in view of the interest in the subway proposal.

Mayor Curley emphasized in his talk on the matter yesterday that he regards the Huntington avenue subway extension plan as one of the soundest of his entire programme. He said it would provide work for some 3000 men for about three years, and would practically wipe out the welfare list of the city. He argued that it would reduce the running time from Brookline, Newton and other outlying sections into Boston, and would help develop large areas on that side of the city.

When the Mayor arose to present his argument for the plan boohing came from a group of the followers of Mrs. Hannah Connors, head of the Massachusetts Real Estate Association, who are opposed to the Mayor politically. Later in the day, when the opponents got their chance to be heard, supporters of the Mayor indulged in boohing suggestions put forward to the effect that the $8,500,000 expenditure would not be justified at this time.

Wadsworth Scores Mayor's Plan

Eliot Wadsworth, president of the Boston Chamber of Commerce, characterized the Mayor's proposal as "the most extravagant waste of public money that has yet been proposed," and he placed the Chamber of Commerce as squarely opposed to the project. His criticism of the Mayor's proposal brought more boohs and cat-calls.

Francis R. Bangs, representing the Boston Real Etsate Exchange, said his organization opposed the Mayor's plan as an unnecessary piece of work and a very expensive one.

Secretary H. C. Loffler of the Boston Municipal Research Bureau warned against allowing the Curley proposal to go through, contending that it would mean an increase of $6,000,000 in Boston's city debt.

Others who spoke in opposition to Mayor Curley's plan were Judge Michael H. Sullivan, formerly chairman of the Boston school committee; former Representative Thomas A. Niland of East Boston, Neil T. Scanlon, representing Huntington avenue home owners; Miss Mary A. Dierkes of Dorchester.

Decision in Day or Two

The Good Government Association presented a document in opposition to the Curley plan, contending that city officials, anxious to get a portion of the federal funds available for distribution to local governments, are not giving proper consideration to the present and future welfare of the city.

Mayor Curley was supported by various groups and individuals. Colonel Thomas H. Sullivan of the transit board said that work on construction of the subway extension could be started within 48 hours after final approval of the plans by the various approving boards. The City Council, the Mayor, the trustees of the Boston Elevated, the Boston Transit District Commissioners, have all approved the project. It must still get the approval of the Emergency Finance Board, which heard the matter yesterday, Governor Ely, the Federal Advisory Board for this State and finally the national administration at Washington.

James T. Moriarty, president of the State branch of the American Federation of Labor, Past-Commander James Rose of the American Legion, Judge Advocate Joseph L. Miller of the Veterans of Foreign Wars, all placed their organizations on record in favor of the Mayor's proposal.

The Emergency Finance Board will probably announce its decision with reference to approval or disapproval of the plan within the next day or two.

ASSAILS PLAN

Massachusetts Women's Political Club, Through Its President, Expresses Strong Disapproval of Huntington Avenue Extension Proposal

The Massachusetts Women's Political Club last night went on record as strongly disapproving the Huntington avenue subway proposition of Mayor Curley, through Miss Florence Birmingham, president of the club.

She declares that the proponents of the bill have failed to explain how much more taxes this subway would eventually pile upon the little householder, who, she says, is already too greatly oppressed by over-assessed property, too high tax rates and reduced rents.

"We are merely told that if we sink millions of dollars into this subway we will put 3000 men to work. We are aware that millions must come from the city treasury to be added to that loaned by the federal government.

"Why have the trustees until now refused this proposition? Is the answer to be found in the explanation that now they feel they are having the subway handed to them gratis?

"We hear today on all sides of the deficit of the Boston Elevated railway. Taxpayers are digging into their pockets to pay it. As a business woman and taxpayer, I object to sinking millions of the public funds into a failing proposition without security. And what security can be offered? With reduced car riders and increased automobiles—none!

"Let us have a new deal in municipal affairs lest the New Deal in national government be nullified."

TO NAME PARK FOR LOMASNEY

Council Adopts Order of Curley Unanimously

Boston's City Council yesterday adopted Mayor Curley's order to name the $200,000 city playground on the water front at Charles and Nashua streets, the "Martin M. Lomasney Park," in honor of the late leader of the Hendricks Club, who devoted a lifetime of public service to the West End district. The order was adopted with a unanimous vote.

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Transcript

Boston Real Estate Exchange, declared that the exchange was opposed to the project as an "unnecessary piece of work and a very expensive one."

Secretary H. C. Loeffler of the Boston Municipal Research Bureau pointed out that Boston's debt has increased from 40 to 50 percent in recent years.

He argued that the proposed subway costing $8,500,000 would mean an increase of $6,000,000, in the city's debt. Mr Loeffler maintained that the subway was "not justified."

Mrs Connors was the next speaker. "These people here think they are going to defraud the United States of $23,000,000," she said. "That isn't so. We want work for them, but what about the 100,000 men who are on the welfare and are not war veterans or belong to organized labor?

"Think of the money wasted in the Welfare Department and nothing is done about it. It's a political pot and grab bag for the politicians of Boston."

Then she opened up on Mayor Curley. "We'd never elect a man like Curley if we were intelligent," she declared.

Then it happened. Shouts of "sit down," boos and hisses greeted her.

"It isn't fair to saddle all this money on Boston," she continued.

"Go back to Milton," was shouted at her.

"You are just erecting tunnels to take people away from Boston," Mrs Connors shouted. "There's plenty of work in the city of Boston."

"Where is it?" the crowd asked. "Sit down." "Go home!"

"The Mayor says Boston has the greatest port in the country, but I notice every time he sails it's from New York," she said.

Mrs Connors declared that she did not object to an underpass at Massachusetts av as it will help the traffic situation.

"The tunnel to Brookline is a farce," she said.

"The taxpayers of Boston have not been treated fairly. You're in danger of bloodshed if you keep driving the taxpayers."

She charged that Mayor Curley "packed" every hearing ever held in the State House on city affairs.

Shubert in Favor

J. J. Shubert, Boston and New York theatrical man, was in favor of the project.

Neil T. Scanlon, representing Huntington-av home owners, opposed it. "We are not opposed to public works, "but are opposed to a waste of public money," he said.

Judge Michael H. Sullivan of Boston also opposed as did Ex-Representive Thomas A. Niland of East Boston. Niland said it cost $6,000,000 to dig the East Boston traffic tube and that an additional $13,000,000 went to "land sharks."

Mrs Louise Gibson, Huntington-av beauty shop proprietor, opposed the project. Clarence Horrigan of Jamaica Plain said 85 percent of the residents of that section were opposed.

Alselmo Krigger, colored war veteran, made a plea for the employment of Negroes on any work which may be done. Several organizations of war veterans were placed on record in favor of the project.

Miss Mary A. Dierkes of Dorchester opposed on the ground that the expenditure would constitute an additional burden upon the taxpayers of the city.

"Ill Considered"

The Good Government Association submitted a statement to the board which said:

"The Good Government Association feels that city officials in the mad scramble to secure a portion of the Federal funds available for distribution to local governments have failed to give due consideration to the present and future welfare of the city of Boston. We are appealing, therefore, to you to give that due consideration to each proposed expenditure before voicing your approval. While we are in sympathy with the general policy of financing public works during depression periods with income from prosperous times, we are opposed to hasty and indiscriminate spending and incurring of debt.

"The program to which we refer impresses us in general as simply a heterogeneous collection of ill-considered projects, compiled simply to excuse an orgy of spending."

Mayor Curley Speaks

Mayor Curley was the first speaker at the morning session.

The Mayor said the welfare expenses of this coming year would be greater than 1932 in Boston if public works projects are not undertaken here. The dole system is fastening itself as tightly on the throats of the American people, he declared, as ever it did in Great Britain.

"There is only one way of giving people purchasing power," said the Mayor, "and that is by giving work and wages. Give the 300 men, who would be employed on this work, a chance to labor and $500,000 will be put in circulation here every month.

"This is not the only project that the city of Boston will advance but it is the most substantial, the soundest.

"In addition to the large number of laborers, mechanical tradesmen, such as carpenters, ironworkers, timbermen, hoisting engineers, bricklayers, cement finishers and plasterers will be required. Many of these men will be taken from the list of veterans now receiving soldiers' aid. The Soldiers' Relief Department, basing their figures on the resultant saving on the Governor-sq job, estimate that the saving in soldiers' relief payments will approximate one and one-half million dollars."

Judge Edward L. Logan, representing the Boston Metropolitan Transit District trustees, informed the State officials that the request for the views of the board had been received too late for the holding of a meeting of the district trustees. He called attention, however, to several reports made to the Legislature by the trustees, recommending completion of the Huntington-av subway. In these reports, he said, the trustees unanimously approved construction of the project "as the most pressing municipal project at the present time."

Henry I. Harriman, chairman of the board of public trustees of the Boston Elevated, declared that the board has repeatedly taken the view that when the time was right financially that this project should be carried out. "Our position on the present project is one of qualified approval," he said, namely that the subway should be constructed to a point beyond Gainsboro st, somewhere near the Boston Opera House and eventually carried up to Brookline Village.

Members of the Legislature from Boston, Senators Carroll, Langone, White and Representatives McFarland, Aspell, Owen Gallagher, Killgear, Levins, Kilroy, Barry, Manevitch, J. J. Sullivan and McHugh were recorded in favor of the project.

Huntington Ave. Subway Opposed

Opposition to Mayor Curley's proposal for the construction of a subway along Huntington avenue at an estimated cost of $8,500,000, was recorded yesterday at a hearing before the State Emergency Finance Board by Eliot Wadsworth, president of the Boston Chamber of Commerce; Bernard J. Rothwell, a director of the Boston Elevated Railway, and a score of representatives of civic organizations.

Mr. Rothwell contended that the construction of the subway would not meet the traffic demands of the city and would be a waste of the taxpayers' money and offered a counter plan calling for the extension of the Boylston street subway to Dartmouth street and the construction of a series of underpasses at intersecting streets along the line of Huntington avenue. He argued that his plan would speed traffic in the section and would cost the taxpayers only a small part of the money which would be necessitated if the mayor's plan were adopted.

Mr. Wadsworth characterized the mayor's proposal as the "most extravagant waste of public money that has yet been proposed" and he placed the Chamber of Commerce as squarely opposed to the project.

"The subway would cost over $5,000,000 a mile," he declared, "perhaps the most expensive trackage in the world outside of some New York tunnels. As a transit facility it cannot possibly be justified. The number of passengers using Huntington avenue street cars has decreased 40 per cent in eight years and is still decreasing. The total number of passengers using the Elevated service has decreased 30 per cent in nine years. This shrinkage in street-car earnings is not confined to Boston, but is common to every city in the world. To spend a huge sum of money for subway facilities means providing an additional plant at tremendous expense for a declining industry."

Others opposing the project were Francis R. Bangs, representing the Boston Real Estate Exchange; H. C. Loffler, secretary of the Boston Municipal Research Bureau; Judge Michael J. Sullivan, former chairman of the Boston school committee; former Representative Thomas J. Niland of East Boston, Neil T. Scanlon, representing the Huntington avenue home owners, and Miss Florence Birmingham, president of the Massachusetts Women's Political Club.

Curley, Nichols Attacked by Mansfield in Rallies

Advancing his campaign for mayor with house rallies in Roxbury and Dorchester, last night, former State Treasurer Frederick W. Mansfield declared that there "will be no morning, noon and night mayors on the sidelines handling the affairs of the people at City Hall the next four years."

In a two-edged attack on the administrations of Mayor Curley and former Mayor Malcolm E. Nichols, who is one of his opponents, Mansfield charged that millions of dollars of the taxpayers' money had been wasted through extravagance and inefficiency.

Globe 8/29/33

MANY OPPOSE NEW SUBWAY PROPOSITION

Wadsworth Calls Mayor Curley's Huntington Av Project Waste Of Public Money

The proposal of Mayor Curley to build an $8,500,000 Huntington-av subway was characterized as unjustified and excessive in cost by Pres Eliot Wadsworth of the Boston Chamber of Commerce, one of an array of speakers who voiced opposition to the project yesterday afternoon at the hearing before the State Emergency Finance Board in Gardner Auditorium at the State House.

Speakers representing the Boston Real Estate Exchange, Boston Municipal Research Bureau and private interests in the Huntington-av district opposed the project.

Bernard J. Rothwell, chairman of the Boston Elevated directors, speaking as a private citizen, charged that the project "completely ignores the outstanding traffic problem of Boston" and declared that, in his opinion, "neither public interest nor public necessity justify any such excessive expenditure."

Mr Wadsworth said he regarded the Mayor's proposal as "the most extravagant waste of public money that has yet been proposed."

Mrs Connors Booed

"Hecklers" booed and hissed Mr Wadsworth, Mrs Hannah Connors and others as they were speaking in opposition to the Mayor's plan.

Shouts of "Go back to Milton!" and "Sit down!" were directed at Mrs Connors, but Chairman Joseph W. Bartlett of the Finance Board finally succeeded in restoring order after Mrs Connors had shouted back to her annoyers.

The Federal Advisory Board for Massachusetts sat with the State Board members.

Mr Rothwell said the "El" directors would not obstruct the program if it is desired by the representatives of the public, although he, as an individual, is opposed.

It was argued by Mr Rothwell that there was no spontaneous demand for it, that interest was worked up by artificial means and that there was no need for the improvement in transportation the project will bring about.

Mayor Curley and the other speakers in favor sought to convince the Emergency Finance Board that the subway has long been needed and, furthermore, had frequently been recommended by a number of State and city boards after study and investigation.

Expenses Increasing

In the opinion of Mr Rothwell, the financial condition of the city does not warrant the expenditure involved. He said the expense per capita for municipal government, already high, has been increased almost an additional dollar already on the tax rate by reason of the Elevated's deficit of 1933.

Declaring that there is no likehood of an increase in population in the district to be benefited, Mr Rothwell urged greater attention to the needs of motorists because of the congestion of traffic in roads leading into the city.

The speaker challenged the statements of Mayor Curley relative to the amounts to be expended for labor, saying that computations made by him showed these outlays would run anywhere from $5,000,000 to $14,000,000, whereas the total cost of the project was to be $8,500,000.

An alternative plan to the one under consideration was presented by the speaker. It called for the extension of the Boylston-st subway at Clarendon st under Huntington av to the other side of Dartmouth st. From there on outward, greater provision would be made for trolley and auto traffic through the construction of underpasses. The maximum cost would be $3,929,000.

Expensive Trackage"

Mr Wadsworth, in the course of his remarks, said:

"The subway would cost over $5,000,000 a mile, perhaps the most expensive trackage in the world outside of some New York tunnels. As a transit facility it cannot possibly be justified. The number of passengers using Huntington-av street cars has decreased 40 per cent in eight years and is still decreasing. The total number of passengers using the Elevated service has decreased 30 per cent in nine years. This shrinkage in street-car earnings is not confined to Boston, but is common to every city in the world. To spend a huge sum for subway facilities means providing an additional plant at tremendous expense for a declining industry.

"It may be claimed that such a subway will build up traffic; but I call attention to the statement of the Elevated trustees in their reports of 1930 and 1931, in which they complain that the expected increase in the patronage of the Dorchester extension had not materialized because of zoning restrictions which barred heavy population density. They say 'a rapid transit line costing a large sum of money is dependent upon density of population for maximum utility.' The territory served by the proposed subway is so located that a dense population cannot develop along its line or beyond.

"On the north of Huntington av are many institutions and a park. There is practically no land available for development. A short block on the south is a railroad, cutting off access to the subway from all territory beyond it.

"In the areas beyond the subway which might contribute to this traffic there are districts which are zoned to prevent population crowding. There can be no hope that traffic can be developed which will ever contribute one cent to the cost of this subway.

Sees Little Relief

"The subway is advocated as a relief for street traffic congestion. It will give little or no relief. Traffic congestion is due to the commercial and private automobile, not to trolley cars, and exists largely at street intersections. Only 18 cars per hour in rush periods and 12 in normal periods operate each way on Huntington av.

"The project would plunge the city of Boston still further into the morass of Elevated finance. Already growing deficits have been assessed upon the cities and towns in the transit district. Future deficits are inevitable. The Elevated has defaulted upon its lease of the Governor-sq extension and the Boston taxpayer m ts more than 80 percent of the charges. Under the proposed financial plan Boston will meet 100 percent of the charges on the Huntington-av subway.

"The so-called public control of the Elevated was undertaken by all Metropolitan cities and towns in partnership. The present proposal relieves all other partners and places the entire burden on Boston.

"You are informed that the Elevated trustees and directors have indorsed the Huntington-av project. This is not an indorsement on behalf of the community. These two boards are charged with management of the Elevated. They are offered an addition to the plant without cost to the company. As trustees they can hardly decline such a gift; but that is not exactly indorsing the project.

"The construction period is estimated s three years. The number of men to e employed is put down at 00. To pay 3000 men at any reasonable rate for three years would make the labor cost alone more than $9,000,000. The total cost, including labor and material, is estimated at $3,500,000. Something is wrong with these figures.

"As alternatives to this unwise subway plan we would favor a reasonable program of grade separations at important intersections of the city. They would result in permanent benefits to street car traffic, motor traffic and pedestrians, an enormous saving of time to the people of the Metropolitan District every hour and day of the year.

"They would deal with what is a growing problem, not a shrinking one. The City Planning Board and the Division of Metropolitan Planning have recommended a number of these projects. We believe some of them should be undertaken at once so that Boston may contribute its share to the constructive efforts of the Federal Public Works Administration and take advantage of the Federal aid which is now available in meeting the cost."

Exchange Opposed

Francis R. Bangs, [illegible]

His Honor Does the Honors in American's Ace Contest

JOHNNY INDRISANO FRANCIS ROWBOTHAM

MAYOR JAMES M. CURLEY MRS. PEARL EDWARDS EMMA LEAF

Threatening weather of Monday afternoon didn't deter Mayor Curley from going to Franklin Park, where prizes for the annual Boston Evening American Hole-in-One golf tournament were presented. His Honor, above, presents the ladies' first prize to Mrs. Edwards. Rowbotham, 1933 tourney victor, is the sole acer in the two years the classic has been conducted. Miss Leaf, not a prize winner, holds the team award, won by the Braintree golf club. Indrisano, in rear, was another of the prize winners. The winners and prizes: Men's Division, 1—Francis Rowbotham, caddy bag and 12 sticks; 2—Frank Hayes, caddy bag and 10 sticks; 3—William T. Murphy, sports wrist watch; 4—Thomas King, sports coat; 5—Johnny Indrisano, five matched irons; 6—Reno Massiocchi, three matched woods. Women's Division, 1—Miss Pearl Edwards, bag; 2—Agnes Gutterman, order for golf or sport shoes; 3—Anne E. Hastry, one dozen Kro-Flit golf balls.

AMERICAN 8/29/33

Globe 8/28/33

JIM O'LEARY GETS NEW HAT AT CONFERENCE

Mayor Curley Presents 10-Gallon Sombrero to Globe Baseball Writer at City Hall Session

MAYOR CURLEY (LEFT) PRESENTS NEW 10-GALLON HAT TO JIM O'LEARY (CENTER) AS JUDGE FUCHS LOOKS ON.

A conference took place in the Mayor's office yesterday in regard to the program at Braves Field, September 27, which will, among other attractions include a ball game between the Red Sox and the Braves, the proceeds of which are to be given to Mayor Curley's Committee on Boston Unemployment Relief.

Judge Emil Fuchs, president of the Braves, and Eddie Collins, general manager of the Red Sox, were in attendance, and subscribed to all the plans for a "Gala All-Day Performance" that may be made, including the game between the two Boston clubs.

Incidentally, before the conference adjourned, the Mayor, presented Jim O'Leary of the Globe with a 10-gallon sombrero.

"Uncle Jim" has for years favored a certain style of hat—one that he took a fancy to during the Spanish War, and, as a supernumery (war correspondent) sojourned with the American forces in Cuba.

The hat was a beauty—a mucho grande sombrero—with which O'Leary was much pleased, and especially pleased with the consideration of the donor.

It was several gallons larger than the style he usually wore. People, he said, have, heretofore, seemed to be under the impression that he has been wearing the same hat of the old style ever since 1898, which was an error. The new hat he said ought to correct this misapprehension.

TRANSCRIPT 8/30/33 HERALD

Democrats Look for the Award of Plums Shortly

Walsh's Visit in Capital and Slated Meeting With Farley May Speed Action

By William F. Furbush

Th elong-delayed award of the remaining major Federal plums in this district is expected by Democratic leaders to come within a few days, possibly by the end of this week. The presence in Washington of Senator David I. Walsh and his probable meeting there, or in New York on his return, with Postmaster General James A. Farley, chief distributor of patronage, is basis for the belief that the patronage snarl is on the eve of solution.

The senior senator arrived in the capital yesterday where he plans to spend the remainder of the week on departmental business. Previous to his departure from his home in Clinton on Monday night, he said he expected to confer with Farley on appointments, chief among which are the positions of United States attorney, United States marshal and immigration commissioner. It is possible that Farley, slated to be in New York this week, may not get to the capital while Walsh is there. Those who are keenly interested, however, are hoping that a meeting will be arranged in New York before the senator's return home next Tuesday.

That hope is grounded on the understanding that the postmaster general is awaiting only Walsh's approval of, or expression of non-objection to, appointees tentatively agreed upon. Definite decision is declared to have been reached with relation to the nominees to the positions of United States attorney and immigration commissioner. The selection of the man for the marshalship, previously definitely settled, is now reported to have been reopened for further consideration.

Goguen to Get Deputy Post

Pending adjustment of the difficulties in filling the major positions, Representative J. Henry Goguen of Leominster is slated for the position of chief field deputy in the internal revenue service at Boston. He is to be appointed by Joseph P. Carney of Gardner, who becomes the new collector of internal revenue on Friday, succeeding Collector Thomas W. White. The position carries a salary of $4800, minus the 15 per cent. Federal pay reduction now in effect.

Goguen's appointment will be in recognition of the Franco-American electorate of the State. Incidentally it will bear out recent comment that the heat of the patronage row has been moderated to the extent that the Administration's arbiters on patronage have come to the point of recognizing more sympathetically suggestions from the Al Smith admirers in the State organization in the matter of distributing jobs.

Goguen originally was an energetic supporter of former Governor Smith for the presidency. He was an alternate-at-large to the Chicago convention last year, pledged, like the entire Bay State delegation, to the nomination of Smith. Immediately after the convention, however, he joined with the rest of the State organization, including Senator Walsh, Governor Joseph B. Ely, as national committeeman, and Chairman Joseph A. Maynard of the State Committee, in the fight to carry the State for Roosevelt.

It is presumed that his selection for the deputyship, nominally made by the collector but coming about only after approval by the higher-ups in Washington, conforms to the wishes of the organization leaders in their aims at party unity.

Goguen, as a matter of fact, has been slated definitely for some reward since the election. For a time he was considered strongly in the running for appointment as United States Marshal, and was declared to have the backing of James Roosevelt, son of the President.

More Awards for Smith Group

It is considered highly possible that other original Smith supporters will capture two of the remaining plums—the positions of immigration commissioner and United States Attorney—thus leaving the marshalship to one who was in the field for Roosevelt long before the Chicago convention.

By such a development the Smith loyalists would apparently have little left on which to base defection. Such a development would comply with the general position on patronage announced by Farley. That stand was that in States where organizations were for Smith or Baker or Ritchie for presidential nomination before the convention, but eventually got aboard the Roosevelt bandwagon for election, the bulk of the patronage would go to the organization.

A case in point was the appointment of Chairman Maynard as Collector of Customs at Boston. Maynard, like all the prominent State party leaders, with the exception of Mayor James M. Curley, stood out for the nomination of Smith. The mayor's own personal reward, deferred when he turned down the post of ambassador to Poland, is expected to come in some form or other after he completes his job as mayor. He does not appear to be figuring very prominently in the selection of other appointees.

TO HOLD LABOR DAY RALLY ON COMMON

C. L. U. to Follow It with an Outing at Highland Park, Avon

The Boston Central Labor Union will observe Labor day, Monday, with a mass meeting on Boston Common at the Parkman bandstand from 10 A. M. until noon, followed by an all-day outing and field day at Highland park, Avon, near Brockton.

The exercises on the Common will be opened with a band concert from 10 A. M. until 11. The next hour will be devoted to addresses on the significance of the day, which will be broadcast over WNAC. The speakers will be Mayor Curley, Congressman John W. MacCormack, James T. Moriarty, president of the Massachusetts State Federation of Labor; Mrs. Mary V. Murphy of the Musicians' Union, and William F. Dwyer, business agent of the central body. Atty. Francis P. Fenton, chairman of the Labor day committee, will preside.

Buses of the Boston Elevated Street Railway Company will leave the Common for Avon at noon and can be had at Fields Corner at 12:30 and 1:30 P. M. At Highland park dinner will be served in the dancing pavillion at 2 P. M.

The Labor day committee includes Atty. Fenton, William F. Dwyer, J. Arthur Moriarty, Harry P. Grages, Mrs. Mary V. Murphy, Mrs. John Van Vaerenewyck, Thomas G. Kerwin, Henry McAlear, Mrs. Eva Rankin, J. E. Berry, Charles B. Campfield, Charles E. O'Donnell, Thomas Burns, Clem P. Buckley and Donald H. C. MacIntyre.

AMERICAN

CURLEY SCORES LOAN RATES

Mayor Curley slapped Boston banks today because of the high rate of interest charged the city of Boston on loans made in anticipation of taxes.

The criticism came on announcement a bid by Estabrook & Co. of 3.50 per cent interest for $2,000,000, as a temporary loan, had been accepted.

"The award was made to Estabrook & Co.," said Mayor Curley, "and it is in striking contrast with 4 per cent charged the city for $1,000,000 through the Boston Clearing House last Friday.

"It is difficult for anyone to understand this system of charges when the money on deposit by the city at the present time receives no interest payment."

The mayor stated that another company bid 3 per cent for part of the loan, but Estabrook & Co. advanced the full amount.

Globe 8/30/33 TRANSCRIPT

JOE COOK AND HIS SHOW GIRLS MAKE CALL ON MAYOR CURLEY

Star of "Hold Your Horses" Puts On Colorful Scene At City Hall

Joe Cook and his girls from "Hold Your Horses" receiving gifts from Mayor Curley. Left to Right—Phyllis Carroll, Mayor Curley, Jane Manners, Joe Cook, Helen Folsom, Dave Chasen, Lovee Sabalis.

Joe Cook, comedian, resplendent in purple topper and purple frock coat, accompanied by his entourage consisting of a four-piece German band in brass, show girls and an old open barouche hauled by two white horses, appeared in front of City Hall yesterday to make a call upon Mayor Curley.

Cook opens tomorrow night at the Shubert Theatre in "Hold Your Horses."

It is some time since School st saw anything like the free show yesterday. The girls, running the scale from platinum to jet black, attired in old-fashioned costumes, were flanked on one side by purple-clad Joe and on the other by Cook's stooge, Dave Chase. The quartet in brass, with coats of red and blue, remained outside the Hall and made plenty of noise. Leaving the Hall, the band marched ahead of the barouche.

In Mayor Curley's sanctum, Joe, his stooge, and the beauties, Phyllis Carroll, Jane Manners, Helen Folsom and Lovee Sabalis, signed the guest book, posed for photographers and then carried away gifts from the Mayor.

Curley Asks Everybody to Stand by Roosevelt

Mayor Curley spoke of the National Recovery Act as essentially necessary for the protection of every element of American life and for the preservation of our national existence. Moreover, the act in substance is an affirmation, the mayor said, of the great truth known to students of government but disregarded by both capital and labor in most instances, namely, that the prosperity of the employer is dependent upon the prosperity of the worker, and that industry, to succeed, must find purchasers for the goods produced.

"That a reduction in the number of working hours and working days of the week is necessary is admitted by all and that a minimum wage for the protection of legitimate industry from unfair competition is essential, no one can deny," the mayor continued. "Mass production and the speeding up process, coupled with increased acreage by the agriculturalists, has made possible production by the American people nearly 50 per cent in excess of their powers of consumption; and with foreign markets limited in their purchasing power, there is no alternative for the American people if they desire to end bread lines, soup kitchens, public and private charitable agencies and general unemployment, misery and discontent in the nation than to support wholeheartedly the courageous and timely program as recommended by President Roosevelt and adopted by the national Congress."

Contending that the success of Section 1 of the act is dependent in large measure on Section 2, namely, the public works and construction program, Mayor Curley said that the huge sum applied for employment would represent a purchasing power that would speedily restore prosperity.

"No more humane or courageous measure of legislation has ever been presented in the history of any country from the beginning of time," the mayor said, "and as we hope for the future of our nation and desire to aid ourselves and our fellowman, I ask everyone in the name of humanity and for the preservation of America and its institutions to stand whole-heartedly with President Roosevelt for the success of the policies and program that he has drafted.

"Obstructionists and slackers are always in evidence in connection with every great movement and it is clearly our duty as citizens of the Republic to refuse to patronize any concern that fails to support the N R A movement."

City Pays Less for a $2,000,000 Loan

City Treasurer Edmund L. Dolan today accepted a bid of 3½ per cent from Estabrook & Company for a $2,000,000 temporary loan, notes to be dated Sept. 1 and mature Oct. 10. In announcing the award Mayor Curley referred to it as "in striking contrast with the prices charged the city by the banks of Boston, acting through the Boston Clearing House, for $1,000,000 required on Friday of last week, for which the interest rate was 1¼ per cent."

Globe 8/30/33

JOHNSON SPEAKS AT 1:30 TODAY

National Administrator Will Fly to Boston

To Be Escorted Through City for N. R. A. Workers' Rally

Address Will Be Carried in Nation-Wide Broadcast

Gen Hugh S. Johnson, National Recovery Administrator, is due to arrive in Boston at 1 o'clock this afternoon to attend the rally of N. R. A. workers at the Hotel Statler. His message to the New England workers will be broadcast throughout the Nation. Edward F. McGrady, recently appointed Assistant Secretary of Labor, will accompany Gen Johnson on his visit here.

New England officials of N. R. A. will have good news for their chief when he arrives here by plane today. Reports poured in to the local office of the Recovery Administration yesterday from all parts of New England that the consumer's campaign was being received with great enthusiasm and that many cities and towns were almost entirely signed up.

Welcome by Airplanes

The plane bringing Gen Johnson here is expected at the East Boston Airport at 1 p m. Arrangements have been made for a squadron of nine planes, three each from the Army, Navy and National Guard, to fly to Norwood and escort the General into the city. Capt Robert D. Hoyt will head the escort flight.

At the airport a reception committee will meet the General. This delegation will be headed by Robert F. Shepard, chairman of the New England Board. P. A. O'Connell, member of the State Recovery Board, representing Gov Ely:

Those welcoming Gen Johnson as he stepped from the plane at the airport were P. A. O'Connell of the State N. R. A. Board, representing Gov Ely; Robert Shepard, Albert M. Creighton of the District Board, Miss Eva White and Miss Mary Ward, Democratic National Committeewoman.

Accompanying Gen Johnson from Washington and also cordially greeted by this same group was Edward F. McGrady, former Boston labor leader, who was recently appointed Assistant Secretary of Labor by Mr Roosevelt. McGrady's secretary, Miss Frances Robinson, came with the party.

Reporters in the party that rode with Gen Johnson to Boston felt that there never before could have been such rapid transit between Boston Airport and the Statler, and hoped this was a sure augury for the recovery program.

Headed by squads of State and city motorcycle policemen, the party sped Boston-ward through East Boston, Chelsea and Charlestown with sirens almost continuously swirling. Traffic officers at all intersections kept open lanes for the Johnson party.

Whisked to the hotel "in no time," past sidewalks, particularly in the banking and retail sections of the city, thronged with cheering persons, Johnson was greeted there by Mayor Curley, who had come to attend the N. R. A. luncheon given in Johnson's honor.

Mayor Curley's Address

At the luncheon Mayor James M. Curley said:

"The special session of Congress called by President Roosevelt, immediately after assuming office, was notable for the most important measures of legislation enacted into law, namely, the Agicultural Relief act, the Federal Securities act, the Glass-Steagle Banking act, the Railroad Coordinator act and the act overriding the gold payment clause in contract obligations.

"In the opinion, however, of President Roosevelt, the most far-reaching and important measure of legislation enacted is the Industrial Recovery act. The National Industrial Recovery act, in Section 1, has for its purpose the promotion of the general welfare through the organization of industry for coperative action among trade groups and for the maintenance of united action of labor and management under adequate supervision, with the elimination of unfair competitive practices to the end that the productive capacity of industry be utilized to its fullest capacity and to increase consumption of industrial and agricultural products by increasing purchasing power, reducing unemployment, improving labor standards and rehabilitating industry and conserving natural resources.

"Section 2 provides for public works and construction projects, without which the restoration pf industrial prosperity may be long delayed.

"This great measure of legislation is essentially necessary for the protection of every element of American life and for the preservation of our national existence. The act in substance is an affirmation of the great truth known to students of government but disregarded by both capital and labor in most instances, namely, that the prosperity of the employer is dependent upon the prosperity of the worker, and that industry, to succeed, must find purchasers for the goods produced, and the only way in which this is possible is through permanency of employment of the worker with a reasonable return for his labors. In other words, the crux of the entire act may be summed up in two words: work and wages.

Public Works Program

"That a reduction in the number of working hours and working days of the week is necessary is admitted by all, and that a minimum wage for the protection of legitimate industry from unfair competition is essential, no one can deny. Mass production and the speeding up process coupled with increased acreage by the agriculturalists, has made possible production by the American people nearly 50 percent in excess of their powers of consumption, and with foreign markets limited in their purchasing power, there is no alternative for the American people if they desire to end breadlines, soup kitchens, public and private charitable agencies and general unemployment, misery and discontent in the nation, than to support whole-heartedly the courageous and timely program as recommended by President Roosevelt and adopted by the National Congress.

"The success of Section 1 of the act is dependent in large measure upon the success of Section 2, namely, the public works and construction program. The Federal Government has arranged to contribute 30 percent of the total cost of public projects or a total of about $3,000,000,000. The appropriation by the States and subdivisions of the States of the remaining 70 percent would mean a grand total of $10,000,000,000. This huge sum applied for the employment of labor would represent a purchasing power that would be the foundation for the work of section 1, and that would speedily restore prosperity to the Nation.

Mayor Pleads For Support

"No more humane or courageous measure of legislation has ever been presented in the history of any country from the beginning of time, and as we hope for the future of our Nation, and desire to aid ourselves and our fellow men, I ask everyone in the name of humanity and for the preservation of America and its institutions to stand wholeheartedly with President Roosevelt for the success of the policies and program that he has drafted.

"Obstructionists and slackers are always in evidence in connection with every great movement and it is clearly our duty as citizens of the republic to refuse to patronize any concern that fails to support the N. R. A. movement. The American eagle of hope has been the symbol of the Nation from the beginning. Let no man exchange it in this trying hour for the buzzard of despair. The path of duty is clear and it all will walk in that path we shall speedily emerge from the valley of despair to a new and better and a brighter day than has ever been previously known in the history of this Nation.

"It is an exceeding pleasure upon this occasion to congratulate the American Nation upon the choice of an eminently able, capable and brilliant commander of the forces of the national recovery, Gen Hugh Johnson."

mt Post 8/30/33 Globe

stay long after the luncheon, but will leave directly for Washington. He may pay a short visit to the district headquarters to greet the volunteer workers there.

Augustus F. Goodwin, chairman of the board of the First National Stores, who is serving as vice-chairman of the Foods Industry Advisory Board at Washington, visited the district headquarters yesterday, and after conferring with officials there, gave an interview to the press in which he expressed his confidence that the NRA is working out well.

Sees No Big Price Increases

"We are more hopeful than ever before that the increased costs due to the operation of the NRA will be absorbed by the increase in business," Goodwin said. "Consequently, we do not anticipate as great an increase in prices as was talked about not long ago. Business has definitely improved and more people are being put to work.

"In our company we have added more than 1500 additional employees since Aug. 1, when the NRA started. I have just returned from Washington and I want to say that the men who are handling the NRA there are practical men and not politicians. Politics is out. There is no question about it. When you go to Washington on matters connected with the NRA you talk with men who know their business. And the spirit reflected throughout the country is marvelous."

Reports From States

At the close of the luncheon meeting there will be a meeting of the NRA workers for instructions and interpretations. Reports from the various States on the progress of the campaign will be given by the chairmen of the six State boards, and other reports will be be given by local city and town committees.

In the Boston campaign, it was announced yesterday, a complete list of all stores and other business establishments refusing to comply with the codes will be turned over to the committee on conciliation and adjustment of the Boston recovery committee, and efforts to induce the employers to sign up, will be made.

Johnson will be accompanied by Edward F. McGrady, who was recently named Assistant Secretary of Labor.

Appeal for Funds Made

An appeal to the business men of the State for contributions to help defray expenses of the programme was made yesterday by the finance committee of the Massachusetts State recovery board. In a letter sent to business men the committee points out that the need for funds is great.

"The success of this campaign is essential," the communication stated. "If the campaign fails the present business crisis will probably continue, or be aggravated; if it succeeds we will all share in the new prosperity.

"It is good business for business men to do their part. No large contributions are being asked; no pressure to contribute will be exercised. However, proper recognition will be made to contributors. Determine your own contribution. Five dollars from a small employer will be as much appreciated as $100 from the larger corporations.

"We are certain the wisdom of sharing this responsibility will be evident to you. The money which is absolutely necessary to meet administrative expenses must come from this source. No national or State appropriation has been made."

PLANS FOR JOHNSON

Details of Police to Speed Official Party to and From Airport—Special Traffic Squads on Duty Also

When General Johnson arrives at the East Boston airport today a detail of 25 patrolmen and two sergeants will be on hand to keep the crowd in check, under the direction of Captain Archibald Campbell.

Four Boston motorcycle officers will lead the official party from the airport to the Statler Hotel, enabling them to rush at top speed to the Statler Hotel in time for General Johnson to broadcast.

Captains of all divisions through which the party will pass were notified in general orders last night by Superintendent of Police Martin H. King to have officers stationed at busy intersections of streets to insure right of way for the party.

In addition, officers from divisions 1, 2, 4 and 15 were last night detailed to act as additional traffic officers at other intersections so as to insure travelling by the party without confusion or delay.

Two inspectors from police headquarters will follow the party to the Statler Hotel from the airport to prevent crowds from following by automobile in their wake and congesting traffic.

Plain Clothes Men on Watch

Plain clothes men have been ordered to do duty at the airport and at the Hotel Statler to take into custody pickpockets who may avail themselves of the opportunity of the crowds gathered to ply their trade.

A police escort has been ordered to report to the Boston Chamber of Commerce at 11:30 this morning to pick up Governor Ely, Mayor Curley and others who have been asked to drive to the airport to greet General Johnson.

Because of the haste it is expected General Johnson will have to employ in entering and leaving the city, all police have been ordered to remain at their specific tasks until he leaves the city later in the afternoon. This will include another rush trip through the city streets from the Hotel Statler to the airport.

Traveler

JOHN J. DUNIGAN SERVICES HELD

Hundreds Attend Funeral of School Deputy Supt.

Funeral services were held from St. Peter's Church, Meeting House Hill, Dorchester, today for John J. Dunigan of Tonawanda street, Dorchester, deputy superintendent of Boston schools. Mr. Dunigan was for nearly 30 years connected with the building department of the city.

Hundreds of friends, including many city and state officials, attended the services, which were celebrated by the Rev. James Kilroy. The Rev. Joseph J. Williams was deacon and the Rev. Joseph Flanagan sub-deacon.

More than 25 priests from Weston and Boston College were present.

Honarary bearers included Mayor Curley, former Mayor Fitzgerald, Edward Roemer, building commissioner; Richard Lane, Peter Donaghue, Frank Conroy, James Maher and James Moriarty.

Burial was at St. Joseph's Cemetery, West Roxbury.

WALSH CONFERS ON BOSTON YARD

Little Hope for New Jobs, Navy Officials Say

By CHARLES S. GROVES

WASHINGTON, Aug 30 — Senator Walsh, Representative Douglass and Dan O'Connell, secretary to Senator Coolidge, visited the Navy Department today regarding the work situation at the Boston Navy Yard and had conferences with various naval officials.

But slight encouragement was given that curtailment in employment would cease, Senator Walsh said. The fact that the whole fleet is on the west coast makes it impossible to keep yards on the east coast busy. Furthermore, the appropriations for the current fiscal year were curtailed on July 1 to the extent of $55,000,000. This curtailment in appropriations represents a reduction of $10,000 on the rolls of the Navy Yard employes.

The Navy Department officials stated that every east coast yard is faced with the same situation as the Boston Navy Yard. Norfolk, New York and Philadelphia Navy Yards also are faced with discharges. The only hope for employment is the new construction, and two of the destroyers have been allotted to the Boston Navy Yard. This promises to prevent a too drastic reduction among the employes during the Winter months.

They also were informed that no battleships are scheduled for modernization. The department did state, however, that it has arranged to have orders placed in the Boston Navy Yard for other manufacturing work for the equipment of new vessels recently authorized, such as bolts and anchor chains. Some of these orders already have been given to the Boston Navy Yard.

The department also stated that they would issue orders today to the effect that the Boson Navy Yard would manufacture airport covers for the four destroyers now being built in the Navy Yard. This will keep the foundry busy for some time. They also promised that other work for the yard was in prospect, not so much for the purpose of inceasing the number of employes, but rather to prevent further reductions.

American

Curley, Fitzgerald At Dunnigan Rites

Mayor Curley and former Mayor John F. Fitzgerald were honorary pall bearers today at funeral services of John J. Dunnigan, 60, of Tonawanda st., Dorchester, late deputy-superintendent of school buildings.

A solemn high mass of requiem was sung in St. Peter's Church, Dorchester, by the Rev. James Kilroy, S.J., of Weston College. Burial was at St. Joseph's Cemetery.

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Post 8/30/33

Luncheon Speech to Be Broadcast Over Nation---Governor and Mayor to Attend

Consumers' Efforts Reach Huge Proportions Throughout All New England

2,000,000 NRA Jobs

WASHINGTON, Aug. 29 (AP)—The estimate that 2,000,000 people had been given jobs under the NRA employment drive was made tonight by Hugh S. Johnson, National Recovery administrator.

In his speech tonight, Johnson said 2,000,000 persons already had received jobs in the re-employment campaign and that the drive had only begun.

"As the autumn rolls on," he said, "you will see that the old gospel of despair, the theory of human helplessness and of our inability to do anything to prevent these ghastly economic depressions was a false gospel after all."

The campaign of the NRA, which yesterday took its greatest step forward in New England, will reach its climax today with the arrival here of General Hugh S. Johnson, national recovery administrator.

A rousing reception to the General has been planned and before the day is over, the drive will be moving along at top speed for the enrollment of every resident of New England under the banner of the Blue Eagle.

Johnson's coming to Boston has overshadowed the developments of the first two days of the big drive. But concrete evidence of the continued success of the drive yesterday gave more enthusiasm to the workers in the drive than even the coming of Johnson.

In the first place, yesterday showed a decided increase in the number of employers signing under the blanket code, and the 100,000 mark was reached.

And the number of employees affected in New England approached the 1,000,000 mark. This was taken by the officials at the district headquarters as evidence that this week's drive is having even more effect than was expected.

From every section of New England reports reached headquarters of an enthusiastic response to the consumer drive, and many large communities were 100 per cent enrolled before the end of the day.

Charlestown Drive Complete

Charlestown was the first Boston district to report completion of the consumer campaign, with every resident enrolled. The house-to-house canvass in that section was handled by Paul M. Finan as director of the trade workers, and Mrs. Mary Colbert as director of women volunteers.

All of the canvassers throughout the city reported that business men and consumers who were interviewed were without exception anxious to co-operate.

Detailed reports came from New Hampshire and Rhode Island. New Hampshire contributed three towns that had fulfilled the canvass 100 per cent. Laconia, with a population of 12,000, reported that all of its 4500 families had signed pledges, with no refusals. Eighty-five per cent of the employers in that city signed up.

Lebanon, with a population of 7000, reported 170 employers signed up. Peterboro reported that all but eight of its employers were under the Blue Eagle banner. Wilton reported 100 per cent enrollment, and North Conway, East Jaffrey, Berlin and Wolfeboro gave reports indicating that they will have completed their canvassing by tonight.

New Hampshire also announced that the Ideal Manufacturing Company of Tilton granted a 10 per cent wage increase on top of a 30 per cent increase granted a few weeks ago.

Rhode Island Doing Well

In Providence, R. I., the Democratic and Republican city committees united in passing on to ward committees the duty of checking up on any who have refused to join the movement. In Pawtucket, 27,000 pledge cards have been signed, and 95 per cent of the retailers and 92 per cent of the neighborhood stores were showing the Blue Eagle. An army of 500 volunteers canvassed Woonsocket, and in Newport the supply of pledge cards was exhausted, with more than 7000 consumers signing up.

Other States in the district reported almost unanimous approval by consumers, but detailed figures were lacking. With more than 25,000 volunteers canvassing in Massachusetts, it was expected that much progress had been made, but the Massachusetts State Board had no figures available.

Await Johnson's Address

Practically every community which has a committee working on the movement has made arrangements to listen to the radio broadcast of General Johnson's address, and all of the States are sending delegations to the luncheon at which the administrator will speak.

The luncheon will be held at the Hotel Statler, starting at 12:15 o'clock, but General Johnson will not arrive there until after 1 o'clock. He will start speaking at 1:30 and his address will be broadcast on a nation-wide hookup. Previous to his speech, the programme will be broadcast to New England from 1 to 1:30 o'clock.

The arrival of General Johnson will find the city and all of New England keyed up. He is leaving Washington at 9 o'clock this morning in an army airplane and is expected to arrive at the Boston airport at 1 o'clock. A group of nine airplanes, three each of the army, navy and national guard, will meet the general's plane over Norwood and escort him to the airport in East Boston.

Escort for Johnson

There he will be met by Robert F. Shepard, chairman of the New England District Recovery Board; P. A. O'Connell of the State Recovery Board, Park Commissioner William H. Long, Albert M. Creighton of the State Recovery Board, Mrs. Eva Whiting White, member of the district board, and Miss Mary H. Ward, director of the women's division of the State board.

An escort of 15 State police and four Boston police on motorcycles will lead General Johnson to the Statler. The route will be through East Boston, Chelsea and Charlestown to North Washington street, thence to Haymarket square, Adams square, Devonshire street, State street, Court street, Tremont street, Boylston street, Park square, Columbus avenue to the Hotel Statler.

Presiding at the luncheon will be Hugh D. Butler, manager of the district headquarters of the NRA, and the toastmaster will be Eliot Wadsworth, president of the Boston Chamber of Commerce.

Plans for Luncheon

Governor Ely and Mayor Curley will give the welcome of the State and the city to the 1000 NRA workers who are to be at the luncheon, and a musical entertainment will be given by a 21-piece orchestra donated by the Boston Musicians' Union, and by Aidan Redmond and Madame Rose Zulalian.

General Johnson is not expected to

Post 8/31/33

NRA PRAISE BY HEADS OF PARTY HERE

Ely and Curley Both Join in Lauding President

Both Governor Ely and Mayor Curley paid glowing tributes to the National Recovery Act and to President Roosevelt personally at the luncheon given in honor of General Johnson at the Hotel Statler. Those in touch with the situation said that the addresses were significant inasmuch as they indicated perfect party harmony between Democratic chieftains in this State and the administration.

A PERFECT MARVEL

Governor Ely said that it was a perfect marvel to him that those in power were able to do what has been done in organizing and in concentrating "the mighty power of a united public opinion."

In eulogizing the President, the Governor said: "We know the trials and the difficulties of his position, his wonderful depths of human understanding and sympathy and the glorious goal he has set as the objective of his administration."

Mayor Curley, in a brief but effective address, said that it was about time "to discard the buzzard of despair and take the eagle of hope to our hearts."

Says All Must Unite

"The posperity of the worker means the prosperity of the government," he said. "But the programme can succeed only if the whole nation lives under the Blue Eagle."

Praising Roosevelt as the most courageous leader in three quarters of a century, he added: "In every great movement there are slackers to be found, and in this great campaign the slackers are those who would sacrifice the bodies of women and children in their sweat shops. These would also sacrifice the welfare of the nation for personal gain. It is the duty of all who would make this campaign a success to patronize only Blue Eagle stores."

Hugh Butler, New England NRA administrator, opened the meeting by introducing as chairman Eliot Wadsworth.

Record

DAILY RECORD READERS' ARMY IN 'BIG PARADE'

A tidal wave of buying which will sweep even the memory of bad times from the country!

An immediate resolve on the part of consumers to buy now to make the National Recovery Act a success!

A "Buy in September" campaign as the most effective and patriotic act on the part of every man and woman who wants to put back to work at once hundreds who have been long idle!

That is the campaign to which the Daily Record pledges itself, and calls on all its readers—more than a quarter of a million of them—to support. Gen. Hugh Johnson, National Recovery Administrator, has issued an appeal to the country to support the "Buy in September" campaign.

Gov. Joseph B. Ely, whose efforts in behalf of the success of the National Recovery Act have been as valuable as they are numerous, heartily indorses the Boston Daily Record "Buy in September" campaign.

BUY NOW, SAYS ELY

"Consumption of goods," said Ely, "is the foundation on which the success of the National Recovery Act depends. It is not my place to tell people what to do with their money.

"But if people need anything now, and most of them do, I urge them to buy now."

"I think the 'Buy in September' campaign a splendid one," Mayor James M. Curley said yesterday in adding his endorsement to the Record sponsors buying drive.

"People with money can and will buy to support the National Recovery Act. Buying is the air which supports the Blue Eagle. I shall do all in my power to create jobs so that people will have money with which to buy.

"The Huntington ave. subway project is one of the plans conceived by me to put men back to work. Such a project would put millions of dollars in circulation."

RECORD 8/31/33

Mayor Greets Secretary to NRA Head

Mayor Curley extends the city's greetings to Miss Robinson, secretary to Gen. Hugh Johnson, as she arrived at East Boston Airport in the general's party.

JOHNSON IN HUB PLEADS FOR BLUE EAGLE BUYING

In a flying visit to Boston, where he addressed 1000 NRA workers at luncheon, Gen. Hugh S. Johnson, National Recovery Administrator, yesterday launched a countrywide "buying drive" and spurred New England on to new efforts and gave the country a 17-word slogan for recovery.

"Buy under the Blue Eagle. Buy freely and buy now to the limit of your prudent needs."

It was the keynote of his address, prepared as he flew up from Washington to speak here. He landed at the airport and was greeted with an ovation over the entire route to the Statler Hotel as 15 motorcycle officers escorted him. Two hours later he was back in the plane on his way back to Washington.

CRUX OF NATION'S AIM

"I want to say in all earnestness," he told his listeners, "that this campaign of consumer education which you are launching here today is the crux—the very vitals of the great national effort.

"The depression will be ended and permanent prosperity will be achieved by 'putting buyers back to work and buying.'

"Rugged individualism" is no longer the watchword of America, which must give way to complete co-operation between manufacturer and dealer and consumer in dealing fairly under the Blue Eagle code.

"My special message to New England is that I would like every citizen to be signed up under the Blue Eagle," he declared.

In an interview later he criticized the policy of five and ten-cent stores which are not yet under the NRA banner.

"I can't see any reason for a separate code for them," he said. "They pay people less and work them longer hours than anybody in the same field."

TURN GUNS ON BIG FELLOWS

"I have great confidence that public opinion will take care of this situation."

The campaign of educating the public to the meaning and the need for joining NRA will be pressed for another two weeks, Johnson said. Then he indicated the administration will take up the matter of violations of the codes.

"We are collecting evidence on some of the big fellows," he declared. "We will make examples of them first, before we turn our guns on the little fellows who are cheating."

His reference to making example of the "big fellows" came after he had received orders while here, from President Roosevelt to make a report on Henry Ford's attitude toward the auto code to which he has not subscribed.

Mayor Curley, Gov. Ely and a dozen other speakers preceded Gen. Johnson. All were warmly received as they furthered the NRA plans. Among the NRA workers who came to Boston for the meeting were David G. Spence, Rhode Island; Dr. Edward G. Dolan, Connecticut; Leon Tibbets, Maine; John Pierson, New Hampshire; Gov. Louis Brand, Maine; Charles M. Smith, lieutenant-governor, Vermont; Lieut.-Gov. Quinn, Rhode Island, and many others. Robert S. Shepard, chairman of the N. E. Recovery Board, introduced Gen. Johnson and Elliot Wadsworth was chairman of the luncheon.

cut Globe 8/31/33

prosperity of that kind is a candidate for some economic Keeley cure which nobody has yet invented."

"Spread Good Things Evenly"

The whole philosophy of the New Deal was "spreading the good things in this land more evenly," he said.

"That is all there is to N. R. A. Take all the emergency acts. Strip 'em to the pink and that's all there is to them.

"They go on the theory that 100 men with $10 each will spend more and create more business than one man with $1000 and 99 men with nothing."

Johnson assailed "rugged individualism." He said the story was sordid, appearing in sordid sweatshops and sewing lofts in cities and in mill villages North and South . . . moving into areas where we could pay depression wages . . . creating human misery and as a by-product more Communism and Bolshevism than any other one cause."

"No man can fly the Blue Eagle and live in competition with a no-eagle rugged individualist," he declared. "The only way to keep the Blue Eagle alive is to support him. If the consuming public can't see that, this whole plan is doomed to failure.

"I have been criticized for saying that. But I know how this Blue Eagle works. I helped to put him together. I would be a coward and a fool if I did not say that with utter frankness."

Gov Ely Warm in Support

Next in interest to Johnson's address to the N. R. A. leaders was Gov Ely's earnest plea for support for the Roosevelt policies and his pledge to Gen Johnson: "I'm here to do whatever is for me to do to support the work you are doing."

The local N. R. A. officials regarded Ely's enthusiastic address as significant. He spoke of "this great and glorious constructive movement."

"You can discard your fears!" he cried. "We are working under a constructive leadership deliberately conceived and ably administered to start consumptive power again. I think there is an appreciation in the heart of every American of the tremendous and successful work the President has set out to do for us. We know the trials and difficulties that effort faces. We know the sense of human understanding that guides him toward his goal to rehabilitate the industrial and social life of the American people."

Telegram From President

The Governor read a telegram sent by President Roosevelt to him, for the meeting:

"To you, the Governor of Massachusetts, and your brother Executives of all New England States assembled in Boston to celebrate the N. R. A. campaign drive, I extend heartiest felicitations and the most sincere thanks for your splendid cooperation and support in giving vital impetus to a notable movement.

"Naturally, I regret that circumstances prevent me from personally participating. I would be most happy if I could be with you. I am glad that Gen Johnson will be present . . ."

Other Prominent Speakers

A number of speakers preceded Gov Ely and Gen Johnson.

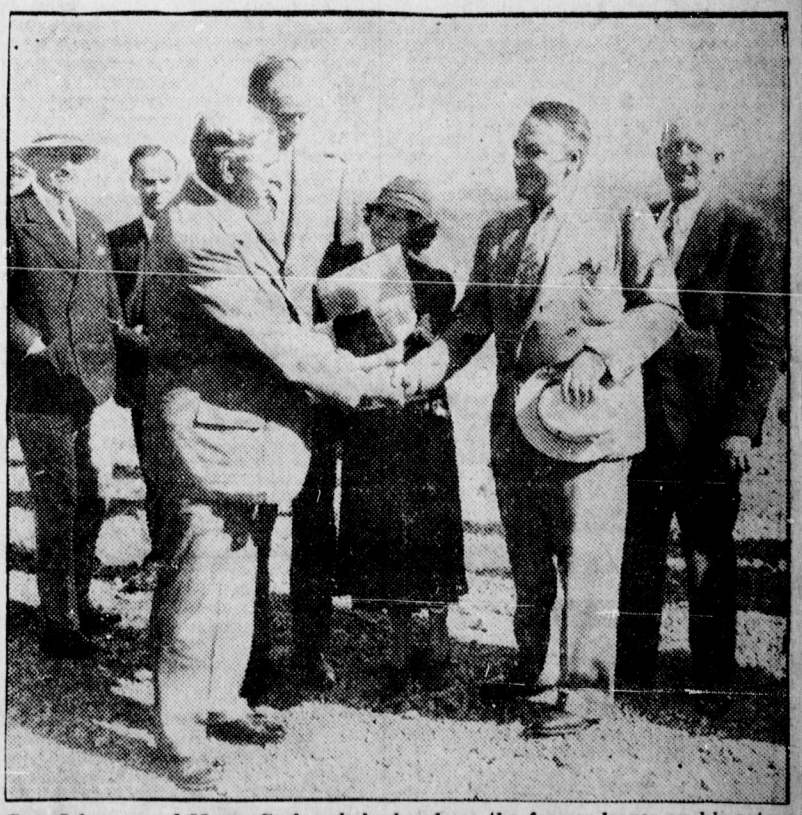
Elliot Wadsworth, president of the Boston Chamber of Commerce, was toastmaster. Robert F. Shepard chairman of the New England District Recovery Board, presented Gen Johnson.

Mayor Curley made an eloquent address in support of the N. R. A. program. Edward A. Filene, chairman of the Massachusetts State Board, began a series of reports that brought each State chairman before the meeting for a brief report of the N. R. A. progress in his State.

Then were introduced Gov Louis Brann of Maine, James Roosevelt, Lieut Governors Quinn of Rhode Island and Smith of Vermont; Henry D. Sharpe, president of the New England Council; James T. Moriarty, representing labor; Roy A. Hunter, representing agriculture; Walter S. Bucklin, representing banking; Joseph W. Alsop, representing wholesalers, and Eva Whiting White, woman member of the New England Recovery Board.

HERALD

CURLEY BIDS NRA CHIEF GOODBYE



Gen. Johnson and Mayor Curley shake hands as the former leaves on his return flight to Washington. Left to right: Edward J. McGrady, assistant secretary of labor; Mayor Curley, James Roosevelt, Miss Francis M. Robinson, the general's secretary; Gen. Johnson, and James T. Moriarty, Massachusetts F. of L. head.

Globe 8/31/33

Gov Ely Warmly Indorses Drive

Reads President's Letter of Thanks for Support

Boston for two hours yesterday felt the full force of the personality behind the Blue Eagle.

Gen Hugh S. Johnson, National Recovery Administrator, packed a punch in every minute he was here. He left an impress that made the letters of the N. R. A. mean less to his hearers a more definite thing than they did before.

The General chose to talk in boxing terms and he made his story as blunt and plain as a knockout. He told 1000 assembled business and political leaders of New England that the task of the N. R. A. is to make business as clean a game as boxing: "To lift competition out of the eye-gouging stage and keep it above the belt.'

His Talk Text for Campaign

His crisp and piquant analogies as he spoke to the people of America from a Boston platform suggested the speaking methods of Alfred E. Smith.

His whirlwind visit left enough fireworks behind to make pungent speeches for N. R. A. orators all season. There was a snapper in every sentence and a thump in every paragraph.

But Boston saw a different Johnson than it heard. Though he spoke with raciness, his tone and look and action appeared to carry conviction to bankers, Governors and Chamber of Commerce committees who filled the ballroom of the Statler Hotel for the climax of the N. R. A. campaign in this region.

Writes Speech While Flying

Between questions the General seems almost to drop asleep. Then a swift lift of an eyelid intercepts a question with the look of a man would couldn't be budged with a battering ram to do a thing he didn't want to do. Johnson has a personality to match the famous "I do not choose" of Calvin Coolidge.

The General swooped down like the "blue hawk" he tells about. He had flown from Washington direct and he wrote his speech on the way. He was still writing it after the plane landed and he kept on with it till he finished, while a reception committee waited outside.

Then he took off his tortoise shell glasses and put on his hat, gave a hand to his secretary, Miss Frances Robinson, whom Washington knows as "Robbie," waited for his right-hand man, Edwin T. McGrady, once a Boston pressman, now Assistant Secretary of Labor, and then, blinking at the camera batteries, Johnson was ready for Boston.

Answers Crowd at Lunch

It was getting on for 1 o'clock when he got through the airport. He was due before the microphone at 1:30. Without waiting for lunch he stepped before his Boston audience and the microphone at his appointed moment. When he had said his say he went upstairs and his luncheon followed him there. But so did many of his hearers.

While he bit at a sandwich and managed some soup he dealt with their strikes and complaints and code perplexities and heard of the progress of the consumers' drive here.

Then he submitted to a press interview that gave him a chance to land some straight punches, and then he flew back to Washington for an important evening meeting that he expected would put the coal code "on ice."

"Just Misunderstandings"

"I want to make an example of some big cases," he answered a question about "little fellows" who are accused of beating the codes. "We'll get to the little fellows last. We're collecting evidence of the big fellows who are deliberately cheating and when we get them we'll take away their eagles.

"But nine-tenths of the code violations so far are just misunderstandings. The fraud is negligible. A lot of people put up Blue Eagles who didn't have the slightest idea what it was all about. For about two weeks our policy is going to be to let it sink in."

He sees only one retail code in prospect and said there is "no reason in the world why the chains and five and tens should have a separate code from other stores"

Discusses Coal Code

Asked if the coal code would unionize that industry, Johnson grinned as he answered: "The coal code won't, but John Lewis has unionized it. The coal code is over the dam. It is just a question now of agreeing on the wording. That is the toughest nut we've had to crack.

"We're going to get rid of the kind of conditions that permit one man to sell coal for 43 cents a ton when it costs $1 for the labor to mine it. That was the sort of thing that has been making wage cuts and economic hell in this country. We've got the soft coal interests together now for the first time in the history of the industry."

His face curved into a wide smile for a moment.

Johnson was asked if it was the policy of the N. R. A. to have local recovery boards "controlled by employers."

"All our boards are 50-50, labor and industry," the N. R. A. chief said.

He referred to the Washington boards. Asked if he would insist on similar balance throughout the N. R. A. organization in New England, he said: "We'll look into it when we get around to it."

The Brockton controversy between a new and an old shoe union for control was put up to him. It was no new story. "It is not our function to unionize labor," Johnson said. "We'll offer to hold an impartial election, as we did in St Louis."

Asked how New England was coming in the N. R. A compaign, Johnson replied: "New England has been a little bit slow but she seems to be coming along pretty fast now."

Asked for a final message for New England, Johnson smiled broadly and said: "I'd like to have them all sign up under the Blue Eagle and buy under the Blue Eagle."

"Robbie" and McGrady

The two companions of the N. R. A. chief share his picturesque qualities. Pert little "Robbie" was interviewed herself as she sat at the General's elbow hugging a big manila envelope full of data that her chief never had a minute to look at in Boston. She found his hat, finally.

She was at his elbow as he spoke, whether in public address or interview. She steered him toward food and away from people with trouble. Her blonde curls bobbed up and down as she moved in the thick of the crowd about the General, taking care of as many details as she could and keeping them as much as possible at arms length from her busiest boss in America.

McGrady, former Bostonian, shares the Johnson manner of emphasis. He was pounding on table and wall in the next room while Johnson was being interviewed. McGrady plunged into half a dozen major labor issues in an hour after lunch and finally threw the toughest problems into the arms of young James Roosevelt and promised to come back if needed.

N. R. A. a Rules Committee

Johnson boiled his philosophy down in sports terms, in his address.

"The N. R. A. is no Czardom," he said. "It is a sort of rules committee to keep the competitive struggle clean and leave as little human wreckage as possible in its wake.

"Boxing has Marquis of Queensberry rules and nobody ever heard Jack Dempsey complain of any hampering restriction of his rugged individualism when Luis Firpo lifted him over the ropes into the typewriters and he came back to floor Mr Firpo four times in 40 seconds.

"But in business we were still in the eye-gouging stage era until Franklin Roosevelt began to revise the rules.

The success of the N. R. A. depends on one thing. Can Americans play the game? They always have. But they couldn't play it when there wasn't any rule book.

"Buy to Limit of Needs"

"To play any game you must know who you are playing with and who against. Every man with a Blue Eagle is on your side. Every man who has no Blue Eagle is on the other side.

"The whole experiment is up to the workers and consumers. There is not a manufacturer who can live if we workers are not with him. We must help those who help us or we will go down together.

"The rules of the game for the consumer are simple. Buy under the Blue Eagle and buy now to the limit of your present needs."

Johnson recited in his most pungent vocabulary the conditions under the boom of the '20s when "we built a bonfire of hope under our speculative markets from the warmth of our I O U's.

"Anybody

NERALD 8/31/33

Crowds Cheer Recovery Chief On His Dash to Statler Rally

Police Motorcylists Clear Way for Johnson and Party Through Streets Lined by Thousands —Ovation at Luncheon

Like a blue eagle from an NRA poster come to life, Gen. Hugh S. Johnson, national recovery administrator, swooped into Boston at 12:40 P. M. yesterday from Washington in a huge blue tri-motor plane, and with the sirens on the motor-cycles of the state and Boston police escort shrieking and the cheers of thousands of NRA supporters who lined the street greeting him was hurried from the East Boston airport to the NRA rally and luncheon at the Hotel Statler.

There he told over 1000 New England NRA leaders and campaigners and a national listening-in over at nation-wide hook-up of the new deal's great drive to end depression and put millions of people to work.

His visit to Boston wos a flying one due to the pressure of work he left behind in Washington and to which he had to return last night. He was here only three hours from the time his plane landed at East Boston, to 3:30 P. M., when it took off with him, his secretary, Miss Frances M. Robinson, and Edward F. McGrady, assistant secretary of labor, who accompanied him, for the return flight.

CROWDS AT AIRPORT

But in that brief time he had seen the enthusiasm of Bostonians in the march toward prosperity, received reports of New England leaders, delivered a nation-wide call to consumers and producers and a vigorous denunciation of the code's enemies; conferred with newspaper men, and was on his way backto Washington.

Over an hour before Gen. Johnson's plane was due, reporters and news photographers crowded around the gate of the administration building at the airport, while hundreds of men, women and children, eager to glimpse the staunch, gray-haired leader, pressed against the ropese stretched to keep them back.

At 12:15 three United States army planes and three Massachusetts national guard planes took off from the East Boston airport to join three navy planes and escort the NRA chief's plane from Norwood to Boston.

As the escort planes rose into the air the crowd pressed in closer. The ropes sagged and a murmur ran through the multitude, "He'll be here in a minute," and almost before it seemed possible, a voice from the airport amplifier announced that the administrator's plane was over Boston and would be at the airport in three minutes. Then the great tri-motor which bore Gen. Johnson, with three small planes on either side and a rear guard of three more, came in sight, circled over the airport and landed on the field.

GREETED BY SHEPARD

The plane taxied to a standstill in front of the entrance gate while the escort planes zoomed in a power dive. Gen. Johnson, followed by his trim little secretary, Miss Robinson, and McGrady, grasped the hand of Robert Shepard, chairman of the New England recovery board, who headed the welcoming party.

Other members of the welcoming party were P. A. O'Connell of the Massachusetts state board, representing Gov. Ely; Albert M. Creighton of the district board; Mrs. Eva Whiting White, the only woman member of the New England board, and Miss Mary Ward, chairman of the women's division of Massachusetts.

Gen. Johnson and his party stood for a moment outside the gate and smiled at the crowd, which cheered him, and posed for the photographers.

Sirens screeched as 12 state and three Boston motorcycle officers cleared the way which led from the airport through Maverick street to Maverick square, along Meridian street, through Williams street to Chelsea street to City square, up Washington street to Tremont street, turned at Boylston street, to Park square, and down Providence street to the main entrance of the Statler. Traffic halted along the way. Thousands of men and women lined the streets. Children waved flags and shouted, and NRA emblems gleamed conspicuously in windows.

In exactly 20 minutes the two official cars, trailed by three cars of reporters and photographers, drew up in front of the Statler. Riding with Gen. Johnson in the leading car were Mr. Shepard, Mr. O'Connell and Mr. Creighton, while in the car immediately following rode Miss Robinson, with Mrs. White and Miss Ward, who acted as hostesses to Miss Robinson during her brief stay in Boston, and Mr. McGrady.

Hundreds were gathered in front of the Hotel Statler as the party arrived. They shouted and waved their greeting in addition to the silent ovation of the flags draped across the front of the building.

Gen. Johnson dashed from the car and went directly to his room, 963, where he was joined by his secretary in a short private conference before appearing in the Imperial ballroom, where the NRA luncheon was in progress and where he was scheduled to go on the air at 1:30. As the recovery leader entered the ballroom over 1000 guests assembled there rose to greet him with a mighty burst of applause. The band struck up Anchors Aweigh, which, as the President's favorite march, is fast becoming the theme song of the NRA movement. Another burst of applause rippled through the ballroom as the diminutive secretary, who stands scarcely over five feet, took her place at the head table at the elbow of the administrator, to hold his papers and lend assistance at any time.

After the words of welcome spoken by Gov. Ely and Mayor Curley and Elliott Wadsworth, president of the Boston Chamber of Commerce, Gen. Johnson spoke. His crisp, concise words, his vigorous message for support and his confidence that all would be well went forth to those gathered before him and millions all over the United States who were listening in. Flashlights blazed as he spoke.

Then it was over. Gen. Johnson rushed back to his suite. He was stormed by newspaper men who demanded more of his precious time. The press conference ended and the sirens of the police escort were again shrieking their signals to traffic to stop. Twenty minutes more and the great blue plane took off from the airport. Cameras clicked and Gen. Johnson waved good-by to Boston as his plane soared away to Washington and the work he has yet before him.

HERALD 8/31/33

GEN. JOHNSON SPREADS BLUE EAGLE GOSPEL HERE

Impressions of a Herald artist as the dynamic chieftain of the NRA spreads enthusiasm in Boston for the President's program of industrial recovery.

Record 8/31/33

(Story on Page 2)

(Daily Record

Upward Turn of country's industry was reported yesterday by Gen. H. S. Johnson (D), NRA head, in speech at Hotel Statler, as New England promised 100 p. c. support. James Roosevelt, A; Mayor Curley, B; Frances Robinson, Johnson's secretary, C; Johnson, D; Elliot Wadsworth, E; Gov. Ely, F.

Post

EXPECT $1.90 TAX RATE CUT

$3,500,000 Loan Under State Authority

A reduction of $1.90 in the tax rate of Boston is expected to follow the action of the Emergency Finance Board yesterday in authorizing the city of Boston to borrow $3,500,000 under the provisions of Chapter 307 of the acts of the recent Legislature.

That chapter provides, among other things, that the proceeds of any loan authorized thereunder shall be used only to meet appropriations for public welfare, soldiers' relief or maturing debt made prior to the time of the application for the loan, and that the assessors shall regard it as an estimated receipt in the fixing of a tax rate.

Other municipalities authorized to make loans under the chapter are Avon, $3500; Auburn, $25,000; Fitchburg, $115,000; Oxford, $15,000; Bellingham, $5000; Peabody, $25,000; Everett, $235,000 and Hopkinton $5000.

GENERAL JOHNSON, NRA CRUSADER, SPURRING NEW ENGLAND ON IN DRIVE

The national administrator of the NRA is shown, with head bowed, speaking into the microphone at the Hotel Statler before 800 prominent business men and leaders. On his left is Mayor Curley. Eliot Wadsworth, Chamber of Commerce head, is on Johnson's right and Governor Ely on extreme right.

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Post 8/31/33

RECORD 9/1/33

Girl Radio Star Signs Up His Honor

Mayor Curley at his desk at City Hall yesterday as he signed the consumer's pledge card of the NRA presented him by Pauline Clark, Willie Morris, Eleanore Geer and Nancy Howe, l. to r., of the Boston subcommittee of the radio, screen and stage Blue Eagle committee, under the chairmanship of Kate Smith.

"Cav" Mourner

Mayor James M. Curley, among notables at funeral of Maj. Frank W. Cavanaugh.

HERALD

ELY AND HULTMAN

Gov. Ely was not stampeded by the public clamor when the Suffolk grand jury made its findings on the Boston police department, and his remarks to the council delegation which called on him yesterday protesting against the merger of South Boston division indicate that he still retains his balance. The law which gave the Governor authority to appoint the police commissioner of Boston did not contemplate interference by him in administrative details. If the commissioner is manifestly incompetent, then it devolves on the Governor to replace him. If there are little errors of judgment, it is not for the Governor to correct them. Mr. Hultman, whom Gov. Frank G. Allen selected, was an excellent choice, and he has made no blunders. The Governor should be commended, therefore, for refusing to project himself into the controversy.

An incidental phase of the recent protests is of some interest. Suppose that the police commissioner were under the control of the mayor and council. Suppose that a delegation of councilmen went to him—whether he happened to be Mr. Curley or somebody else—and objected to the merging of divisions. Would the mayor have the courage to take issue sharply with members of that body from which he must ask favors constantly? Probably not. Perhaps our system of appointing a police commissioner is not what it should be, but certainly it has some advantages, as in the recent instances.

BUGLE SOUNDS AS CAVANAUGH GOES TO GRAVE

The plaintive notes of tse soldier's farewell, "Taps," echoed through St. John's cemetery in Worcester, yesterday, and they laid "Cav" in his grave, his shroud the tears of his countless friends.

Maj. Frank W. Cavanaugh, "the Iron Major," was buried as gridiron greats of a generation and many other notables stood in final tribute. Sacred Heart Church in Newton had been filled to and beyond its doors, as Rev. Louis E. Gallagher, S. J., of Boston College, where "Cav" coached so long, celebrated the mass.

Mayor Curley, Dist.-Atty. Foley, Judge Daniel T. O'Connell, Brig.-Gen. Thomas F. oley, of the Iron Major's wartime Yankee Division; Lieut.-Col. William Howe were among those at the services.

The pall bearers were Frederick A. Carroll, vice-president of National Shawmut Bank; Dr. Edward J. O'Brien, noted football referee; Dr. Harry O. Cahill; Joseph E. McKenney, B. C. coach; Walter Broderick, Arthur McGrail and Charles Boyle.

Post 9/1/33

BOSTON'S TAX RATE CUT $2.70

Figure of $32.80 Compares With $35.50 Last Year

HOW HUB TAX RATE HAS VARIED IN DECADE

The ups and downs of the Boston tax rate during the last decade follow:

Year	Rate	Mayor
1924	$24.70	Curley
1925	26.70	"
1926	31.80	Nichols
1927	30.00	"
1928	28.80	"
1929	28.00	"
1930	30.80	Curley
1931	31.50	"
1932	35.50	"
1933	32.80	"

A cut of $2.70 in the Boston tax rate, bringing it down to $32.80 for 1933 from last year's record high of $35.50, was announced last night by Mayor Curley.

The Mayor claimed a new record in the city's history by slashing $110,005,000 off the assessed valuation of taxable property in Boston, the largest reduction, he says, ever made in a single year.

Because of the lack of building construction of a taxable nature, there were no new real estate developments to help offset the reductions in the taxable value of old properties, particularly in the downtown business district. Boston's valuation this year is pegged at $1,780,000,000, the lowest since 1923.

The taxpayers of the city will be required to pay into the city treasury $8,611,991 less than they were billed for last year, as the 1933 total levy will be but $58,491,052 to meet the city's expenses.

Among the favorable factors which the Mayor used to make the reduction in taxes was a reduction of $6,561,568 in appropriations for city, county and school departments this year, including the $3,300,000 slash in the public payroll.

Helped by State Loan

Then he obtained a State loan of $3,500,000 to be applied to the tax rate as an offset for increased public welfare expenses, and he marked off against the

Traveler 9/1/33

$2.70 TAX RATE CUT WELCOMED

Slash Made Possible by School and Salary Economies

Announcement of a decrease of $2.70 in Boston's tax rate, to $32.80, met with satisfaction today among a large proportion of the city's taxpayers.

DUE TO ECONOMIES

The decrease was due chiefly to a cut of $6,561,568 in appropriations for city, county and school departments this year, including a slash of $3,300,000 in the public payroll.

The new rate means the city treasury will receive $8,611,991 less in taxes than last year. The tax levy for 1933 will be $58,491,052 to meet city expenses.

Last year's rate was $35.50, the highest in history. Direct grants of money from the federal government and the borrowing of $3,500,000 against the city's apportionment of the state tax to be collected in the next three years by an assessment of 6 per cent. on dividends of Massachusetts corporations, led to the tax rate cut.

In a statement, Mayor Curley says the assessed valuation is $1,780,000,000, a reduction of $110,005,000 from that of last year.

SAVINGS LISTED

Reductions indicated in maintenance appropriations for city, school and county departments may be attributed to the salary and wage cuts of 5 per cent., 10 per cent. and 15 per cent.; personnel savings through non-filling of vacancies and elimination of positions wherever possible; curtailment of non-essential departmental activities, taking advantage of favorable market prices by anticipating departmental needs for equipment, supplies and materials and by improved purchasing methods.

An increase in estimated departmental revenues is due to additional revenue accrued to the city through legalization of sale of beer and because of estimated increased reimbursements by the state for public welfare and soldiers' relief disbursements.

An increase in state tax and assessments may be directly attributed to increase in the city's share of the El operating deficit.

Other factors assisting in lowering the tax rate included the municipal tax rate relief loan of $3,500,000; federal welfare relief grants of $1,994,457; increase in estimated departmental revenues of $934,359 and a reduction in pension accumulation fund requirements of $502,339, according to the mayor's statement.

tax rate the $1,994,457 given to the city by the federal government as a contribution towards public relief.

Another factor in relieving the burden on home-owners is the increased revenue which the city is receiving, estimated at $934,359 for the year. This includes $385,000 in license fees for the sale of beer.

The city was also saved the necessity of appropriating $502,339 for the pension accumulation fund through a special act passed this year by the Legislature at the Mayor's recommendation.

These favorable factors in deducting $2.70 from the tax rate amounted to $13,492,724.50, but they were partly offset by items which tended to increase the rate through levies totalling $4,782,616.

Unfavorable Factors

Among the unfavorable items which the city officials were required to overcome were the decrease in the receipts from the gasolene tax in the amount of $1,484,396; decrease in city's share of income tax receipts, $1,311,774; an increase in the city debt requirements through high interest rates and large temporary loans, $834,373; decrease in corporation tax receipts, $386,781; absence of the special old age assistance item, $325,000; increase in the city's contribution to the State tax and assessments, $187,590; decrease in estimated receipts from the motor excise tax, $175,000, and the deficit in the operation of the Boylston street subway extension, $77,699.

Not only must the city pay this deficit on the Kenmore square subway, but Boston will also be required to contribute $1,791,226 towards the operating deficit of the Elevated this year.

In addition to making the $110,000,000 reduction in valuations, this year in view of the falling off of real estate values and the number of petitions for abatements pending before the State Board of Tax Appeals, the Mayor has set aside $1,426,611, or two and a half per cent of the city's tax levy, as compared with the normal two per cent.

Comparison With 1932

The following table indicates in comparative form the various items entering into the determination of the tax rates for 1933 and 1932:

Appropriations:	1933	1932
City maintenance	$36,750,000.00	$40,662,621.60
County maintenance	3,316,775.46	3,786,574.74
City debt	9,955,142.85	9,120,769.77
County debt	157,965 50	162,470.26
School maintenance	15,105,207.08	16,902,924.80
Buildings for schools	124,938.56	506,368.29
Pension fund	1,643,126.00	2,145,465.00
State tax assessments	5,853,048.78	5,665,458.63
Dillaway House	10,000 00	15,000.00
Boylston st. subway	77,699.83	.....
Total appropriations	$72,993,904.06	$78,967,653.09

TRANSCRIPT 9/1/33

Boston Tax Rate Is Slashed $2.70

Rate of $32.80 Despite Loss of $110,005,000 in Taxable Values

Though critics of the municipal administration had pinned their hopes on a greatly increased tax rate this year, and had demanded through the research bureau a program of rigid economy, the best that Mayor Curley could do, as he announces today, is a cut of $2.70 bringing the rate down to $32.80.

Because of the lack of building construction and the slashing of $110,005,000 from the assessed valuation during the year, the total valuation is now figured at $1,780,000,000, the lowest since 1923. Taxpayers will be assessed $58,491,052 this year, or $8,611,991 less than last year.

In the preparation of the budget the Mayor made reductions of $6,561,568 for the city, county and school departments. He obtained a loan of $3,500,000 from the State as an offset for increased public welfare and $1,994,457 from the Government as a contribution. Another favorable factor is the increased revenue for the year at $934,359, which includes $385,000 in license fees. The city also had the authority to withhold an appropriation of $502,339 for the pension accumulation fund.

Such favorable items were partly offset by items totaling $4,782,616, such as $1,484,396 as a decrease in the receipts from the gasoline tax; a decrease of $1,311,774 in the city's share of the income tax; an increase of $834,373 in the city's debt requirements; a decrease of $386,781 in corporation tax receipts; absence of the special old-age assistance item of $325,000; increase of $187,590 in the State tax and assessments; a decrease of $175,000 in estimated receipts from the motor excise tax; a deficit of $77,688 in the operation of the Boylston street subway extension and the necessary contribution of $1,791,226 toward the operating deficit of the Boston Elevated.

In addition to making the $110,000,000 reduction in valuations, this year in view of the falling off of real estate values and the number of petitions for abatements pending before the State Board of Tax Appeals, the Mayor has set aside $1,426,611, or two and a half per cent of the city's tax levy, as compared with the normal two per cent.

The following table indicates in comparative form the various items entering into the determination of the tax rates for 1933 and 1932:

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Dillaway House	10,000.00	15,000.00
Boylston st. subway	77,699.83	.....
T'l appropriat'ns	$72,993,904.06	$78,967,653.09

General Trend Downward

With few exceptions the tax rate being reported for 1933 by the several municipalities throughout the State continue to show a downward trend, especially in the larger cities. The anticipated reduction in Springfield has come with announcement of a levy of $29.70, or a reduction of $2 from last year's figure.

The assessors of Carlisle today announced this year's rate as $25.80, a drop of $1.60 from last year's levy of $27.40. The reduction was made possible by a decrease of $9000 in the town appropriations. Carlisle's new valuation is $1,044,850, or about $2000 less than that of 1932.

In the town of Reading the taxpayers will enjoy a cut of $3.70 from last year's figure, the new rate being $28.50. The reduction is due chiefly to a holding down of appropriations. The total valuation is listed at $16,663,924, an increase of about $100,000 over last year, due mainly to new building.

The Ashland rate is $35.20, a decline of $2.60 from last year's levy, and Lynnfield's rate will continue at $24, last year's figure. Marlboro is expected within a few days to announce a rate $2 to $3 lower than last year's figure of $37.

Bedford's rate was fixed today by the assessors at $34.80 an increase of $1.80 over the rate for 1932. A drop of $42,597 in valuation and a shrinkage of $22,788.83 in estimated receipts are assigned as the chief causes of the increase. Bedford's valuation is $2,951,881, as compared with $2,994,478 for last year. The town grant was $118,216.55, or $15,000 less than that of last year.

The new rate in Nahant is $33.50, an increase of $3.50 over the 1932 levy. The rate is the second highest the town has had, the highest coming five years ago when it was $34. The increased rate is attributed to added appropriations over which the town had no control. It was necessary to appropriate $15,000 as Nahant's share in the construction of a new sea wall in Nahant harbor.

Arlington's rate was fixed by the assessors today at $30.40 on each $1000, which is the same as the 1932 rate. A higher rate had been expected in view of the loss of nearly $2,000,000 in valuation. The total valuation is given by the assessors at $60,967,500, as compared with $62,910,250 last year. Of the 1933 valuation, $57,470,600 is in real estate and $3,496,900 in personal property. There are now 11,728 poll taxpayers in Arlington, a substantial gain over last year. The town grant was cut $169,065.30 this year over last year's town appropriations.

Present Tax-Relief

After having been called upon to meet the very high tax rate of $35.50 for 1932, Bostonians will welcome the lowering of the demand to $32.80 for 1932. Any relief from capital charges is peculiarly acceptable to home owners and other property holders at this time. Indeed, the great increase of tax deliquencies during the last two years had brought Boston to the point at which the total sum actually realized from taxes became less, not more, as the tax rate grew higher. Recognizing the danger-signal so given, and spurred by the work of civic bodies which pleaded for economy Mayor Curley should be credited for having brought about real reductions in the ordinary costs of operating the city. Not since 1909 had any significant reversal been accomplished in the otherwise almost constantly rising curve of Boston's appropriations for maintenance. The 1933 city budget brings these costs down to approximately the level set in 1930, and for these savings not only the mayor but the city employees who have accepted pay-cuts deserve appreciation.

At the same time, the expenditures for welfare have been so great—reaching the record figure of $1,100,000 a month—and the Elevated deficit has been so large that the savings on ordinary account are by no means sufficient to offset the growth of these heavy charges. The present temporary reduction of the tax rate has, therefore, been possible only on account of the grant of Federal money to Boston under the Emergency Relief Act of 1933, and by the authorization which Boston recently received to borrow $3,500,000, the proceeds of which will be used for monthly welfare payments. This is the first time in many years when Boston has been compelled to borrow money for current expenses, and the policy is of course not one which can be favored. To continue it means only a steady increase of the ordinary budget in future years to meet interest charges. The present borrowings nevertheless give some current relief to the taxpayers. But on no account should the city's burden of debt be enlarged by another $16,500,000 in new bonds at this time to finance the vast program of N R A public works which the mayor is asking.

HERALD 9/1/33

cut

thus permitting a reduction in the amounts to be included annually in the tax levy for this purpose.

According to certificates received by the assessors from the commissioner of taxation, the city's share of revenues to be disbursed by the state in November for the corporation, income, and gasoline taxes, will be $3,182,953.21 less than the amount received in 1932.

The increase in city debt requirements may be attributed largely to the amount of temporary loans which it has been necessary to borrow this year in anticipation of taxes, together with the abnormal interest rates charged on such loans by the banking interests of the city.

In the last year's tax levy a special item for old age assistance was shown, because of the fact that up to May 1 of last year the state reimbursed municipalities for the full amounts expended for old age assistance. This year the state is reimbursing municipalities on the basis of one-third of approved disbursements, and the estimated amount to be received under this head has been included in the estimated departmental receipts of the public welfare department.

The increase in state tax and assessments may be directly attributed to the increase in the city's share of the Boston Elevated railway operating deficit. The city's share in this deficit for the current year was $1,791,226.02, or approximately $600,000 in excess of that of 1932.

The actual assessments by the city during the first five months of the current year for the auto excise tax were $152,000 less than during the similar period in 1932. Because of this fact, a falling off in revenue from this source of $175,000 is estimated during the entire year. This reduction has been caused by a falling off in the number of motor vehicles registered, and also by a weakness in the auto excise tax law which provides that receipts from this tax shall be disbursed to the municipality in which vehicles are registered. Since automobile insurance rates are lower in neighboring communities than in Boston, a large number of cars owned by Boston residents are registered each year outside the city limits in order to take advantage of the lower insurance rates.

Under the provisions of chapter 394 of the acts of 1930 the city is required to raise this year by taxation approximately $77,700, this amount representing the rental on the Boylston street subway extension which the Elevated railway was unable to meet from operating revenues.

MORTON DOWNEY HOST TO MAYOR AND PRESS

Morton Downey, noted tenor of radio, screen and stage, was host to Mayor Curley, members of the press and RKO Theatre officials, headed by Charles Koerner, at the Ritz-Carleton Hotel last night.

The first part of the dinner was broadcast over the air, with Thomas Meehan, city manager for RKO, in the role of toastmaster. He, in turn, introduced Koerner, Morton Downey, newspaper men and oJhn Shepard, 3d.

The broadcast and dinner ushered in RKO's greater show season.

AMERICAN

CURLEY WARNS SCHOOL HEAD

Warning against additional contracts without advertising for bids was issued today by Mayor Curley to William W. Drummey, superintendent of schoolhouse construction.

"It will be undesirable in the future in existing contracts, provided they will permit a delay, to make additions to city contracts since the interests of the city are best conserved by public advertising and competitive bidding," the mayor wrote to Drummey.

The warning came as the result of Drummey's letting four additional contracts, totaling $37,321, to complete work on four school buildings.

Curley's Desire to Create Jobs Balked by Government Red Tape

Mayor's Subway Scheme for Putting 3000 to Work Is Only a Part of His Huge Program For Aiding Unemployed in City

Red tape binding the public works developement phase of the national recovery plan is preventing Mayor Curley from achieving an ambition to make Boston's initial contribution to the nation-wide co-operative movement the creation of jobs for at least 3000 men long dependent on the municipal relief departments.

Delays prescribed by the almost endless ribbon of governmental tape, in the form of requirements of various characters of official approval before a final decision is reached about any specific project are deferring the start of an $3,500,000 Huntington avenue subway project which has been vigorously advocated by the mayor for three years.

With the ultimate fate of the project surrounded by serious doubt, the mayor, securely bound by rigid regulations which he cannot circumvent, and impatient to obtain the necessary approval of a rapid transit development, which will accomplish a variety of municipal benefits, is clamoring for action which government boards, composed of men less impetuous than he and without comparable driving power, are not hastening to take.

"Jobs" has become the watchword of the mayor. The opportunity to create them by thousands, when he has during his present administration been without power, other than that vested in him by the Kenmore square subway extension, to furnish jobs, has been seized by him as the climax of what may be his last mayoral administration.

Virtually hundreds daily seek the aid of the mayor, through direct as well as devious methods, to find employment. Supplicants for his aid waylay him as he leaves his Jamaicaway home in the morning; others pop out at him as he steps into a Province street barber shop before he visits City Hall; more buttonhole him as he walks the short distance from the shop to his office and as many as can gain admittance ask him for work during office hours.

The utilization of machines instead of man power to build streets has eliminated contractors on municipal projects as media of aid to the unemployed.

Restriction of municipal building has eliminated work for building trades mechanics.

A comaratively few jobs in the welfare and hospital departments has constituted the mayor's entire source of work for distribution among those whom he has attempted to aid as well as applicants represented by city council men.

"Give me a chance to create jobs and that number of men will be working just as quickly as the subway job can be got underway," said the mayor yesterday. He plans to give preference to recipients of soldiers' relief and public welfare and thereby substantially lessen the actual cost of the Huntington avenue tube.

"Work and wages," has long been the battlecry of the mayor as the cure for depression. He was preaching such a gospel long before any of the present advisers of President Roosevelt enunciated any plan of waging a war for industrial recovery.

The mayor refuses to place any limit on the expenditure of money to put the idle at work. If he succeeds in securing approval of the subway project and furnishes jobs for 3000 he has other plans in mind to more than double that figure.

HERALD 9/1/33

BOSTON TAX $32.80; CUT $2.70 FROM 1932 CURLEY ANNOUNCES

Mayor Gratified at Result —Reports $110,005,000 Shrinkage in Valuation

FEDERAL GRANTS BIG FACTOR IN LEVY CUT

Reducing Wages and Personnel Also Helped, Executive Says

The Boston 1933 tax rate is $32.80 per $1000 of valuation, a decrease of $2.70 from the record high rate of $35.50 last year.

The rate in the three preceding years was: 1931, $31.50; 1930, $30.80; 1929, $28.

The reduction was announced by Mayor Curley last night in an analytical statement expressing his gratification at the achievement which was accomplished despite a variety of unfavorable factors, including a record-breaking shrinkage of $110,005,000 in taxable valuation.

VALUATION REDUCED

Assessable valuation reported this year by the assessors is $1,780,000,000 in contrast with a similar total in 1932 of $1,890,005,000. In the past four years taxable valuation has shrunk approximately $200,000,000 and the total for the current year closely approaches the total of 1923. The shrinkage has been forced by a revision of a great many values in the downtown area by the state board of tax appeals and resultant voluntary scaling down by the assessors of adjacent properties. Losses in valuation because of destruction of buildings, notably from Dock square along North street, to permit of a wide approach to the portal of the East Boston traffic tunnel, are a contributory factor to the highest valuation reduction in the history of the city.

Despite the stringent economy practiced by Mayor Curley in appropriation allowances to municipal departments under his direct control, the tax rate reduction of $2.70 was brought about, in a great measure, by the direct grants of money from the federal government and by the borrowing of $3,500,000 against the city's apportionment of the state tax to be collected in the next three years by the imposition of an assessment of 6 per cent. on dividends of Massachusetts corporations.

MONEY BORROWED

In addition, for the first time borrowing was resorted to this year to obtain $3,500,000 with which to make certain that the public welfare and soldiers' relief departments would have adequate financial resources for the balance of the year. This policy lessened this year's levy on the taxpayers, but the particular loan will be an unfavorable factor in future tax rates unless grants, similar to those received from the federal treasury, amortize the indebtedness.

In contrast with the call on the taxpayers last year to provide the city with $67,103,044.49, the total levy this is $58,491,052.83, or a reduction of $8,612,991.66.

In his analysis of the tax situation the mayor stressed the fact that reduced maintenance appropriations for city, county and school departments represented a saving of $6,561,588.33, which he generously attributed principally to the reduction in salaries of permanent personnel in city and county departments. Other factors he cited were adherence to a policy of permitting vacancies to continue, curtailment of non-essential activities and economical purchases of material and supplies.

He enumerated the federal grant, the tax relief loan, an increase of $934,359, in estimated revenue, with the receipts from beer licenses a recognized factor, and legislative action relieving the city of contributing $502,339 to the pension accumulation fund.

Against these favorable factors of $13,492,724.50, the mayor cited as adverse factors a drop of $1,484,396 in the gasoline tax revenue, decreases of $1,311,774.75 in income tax and $386,781 in corporation tax receipts, an increase of $834,373 in debt requirements, relief in the form of a drop of $325,000 in special old age assistance requirements, an increase of $187,590 in the state tax and a decrease in the receipts from the automobile excise tax of $175,000. The total of these factors is $4,782,616.27.

Mayor Curley's statement follows:

Despite the most radical reduction in assessed valuations in the city's history, it is my pleasure to inform the owners of real and personal property in the city of a $2.70 reduction in the tax rate for the current year as compared with that of 1932. The assessed valuation of the city for 1933 as determined by the board of assessors is $1,780,000,000, a reduction of $110,005,000 from the total of valuation fixed in 1932. This reduction is the largest to be made in the history of the city, exceeding by approximately $40,000,000 the reduction made last year by the assessors. The valuation figure determined by the assessors for 1933 is the lowest figure to prevail since 1923, and also represents an approximate reduction of $200,000,000 from the total of valuations fixed in 1930, the first year of my present administration.

An analysis of the various items and elements entering into the administration of this year's rate discloses the following favorable factors which have materially assisted in lowering this year's tax burden:

Reduction in maintenance appropriations for city, school and county departments	$6,561,568.33
Municipal tax rate relief loan	3,500,000.00
Federal welfare relief grants	1,994,457.31
Increase in estimated departmental revenues	934,359.86
Reduction in pension accumulation fund requirements	502,339.00
	$13,492,724.50

The following unfavorable factors have offset in part the favorable effect of the items indicated in the previous table:

Decrease in receipts from gasoline tax	$1,484,396.52
Decrease in income tax receipts	1,311,774.75
Increase in city debt requirements	834,373.08
Decrease in corporation tax receipts	386,781.94
Absence of special old age assistance item	325,000.00
Increase in state tax and assessments	187,590.15
Decrease in estimated receipts from auto excise tax	175,000.00
Deficit in operation of the Boylston street subway extension	77,699.83
	$4,782,616.27

SALARY REDUCTIONS

The reduction indicated in the maintenance appropriations for city, school and county departments may be attributed to the salary and wage reduction of 5 per cent., 10 per cent. and 15 per cent. ordered under date of April 21, personnel savings through the non-filling of vacancies, and the elimination of positions wherever possible, curtailment of non-essential departmental activities, taking advantage of favorable market prices by anticipating departmental needs for equipment, supplies and materials, and by improved purchasing methods.

Under the provisions of chapter 307 of the acts of 1933 the emergency finance board of the state has authorized the city to borrow $3,500,000 for the relief of this year's tax rate. To offset this loan it is estimated that the city will receive during the three subsequent fiscal years approximately $6,000,000 as its share of the receipts from the taxing of dividends of domestic corporations, the method devised by the Legislature for the liquidation of loans authorized under chapter 307.

The action of Congress in enacting legislation providing for the disbursement from federal treasury to local communities throughout the country of grants representing $1 for every $3 disbursed for public welfare has made possible an approximate reduction of $2,000,000 in the determination of the tax rate of this year. This amount covers the allotment to the city on the basis of its welfare and relief disbursements for the first half of the current year.

The increase in estimated departmental revenues is due, first, to the additional revenue which has accrued to the city through the legalization of the sale of beer, and second, because of estimated increased reimbursements by the state for public welfare and soldiers' relief disbursements.

The reduction in pension accumulation fund requirements is made possible by the enactment upon petition of the mayor of chapter 243 of the acts of 1933. Under the provisions of this act the term for the raising of the pension accumulation fund fixed in the original retirement act has been lengthened.

Globe 9/1/33

ITEMS FIGURING IN COMPUTATION ON BOSTON TAX RATES OF TWO YEARS

The following table indicates in comparative form the various items entering into the determination of the tax rates for 1932 and 1933:

	1933	1932
Warrants and Appropriations:		
City maintenance requirements	$36,750,000.00	$40,662,621.60
County maintenance requirements	3,316,775.46	3,786,574.74
City debt requirements	9,955,142.85	9,120,769.77
County debt requirements	157,965.50	162,470.26
School maintenance requirements	15,105,207.08	16,902,924.80
Land and buildings for schools	124,938.56	506,368.29
Pension accumulation fund	1,643,126.00	2,145,465.00
State tax and assessments	5,853,048.78	5,665,458.63
Special Appropriation — Dillaway House reconstruction	10,000.00	15,000.00
Boylston-st subway rental (Chap 394, Acts of 1930)	77,692.83	.....
Total warrants and appropriations	$72,993,904.06	$78,967,653.09
Credits and Deductions:		
Estimated city income	$3,875,000.00	$2,957,000.00
Corporation tax	1,942,314.24	2,329,096.18
Share of State income tax	2,372,887.18	3,684,661.93
School surplus and estimated income	1,275,293.61	1,258,933.75
Automobile excise tax	450,000.00	625,000.00
Highway Fund receipts	.....	1,484,396.52
Poll taxes	480,842.00	479,596.00
Old age assistance*	.....	325,000.00
Federal welfare relief grants	1,994,457.31	.....
Municipal relief loan (Chap 307, Acts of 1933)	2,500,000.00	.....
Miscellaneous	38,667.93	36,670.19
Total credits and deductions	$15,929,462.27	$13,180,354.57
Net requirements before adding overlay	$57,064,441.79	$65,787,298.52
Overlay	1,426,611.04	1,315,745.97
Total real and personal property tax	$58,491,052.83	$67,103,044.49
Assessed valuation	$1,780,000,000.00	$1,890,005,000.00
Tax rate	$32.80	$35.50

*Included in city income for 1933.

American

NOTABLES SEE 'IRON MAJOR' GO TO REST

Army and Grid Stars at Worcester Rites for Famed Leader

"Cav" was buried today.

He took his war wounds with him to a grave at St. John's cemetery, Worcester, and his shroud was the tears of countless friends.

Behind him he left his name inscribed on his country's roll of honor and in the gridiron's hall of fame.

Maj. Frank W. Cavanaugh—the "Iron Major"—has gone to his rest, as his monument will reveal. But "Cav" lives on in the hearts of thousands.

Those who assembled to record a final tribute to him at the mass at Sacred Heart Church in Newton filled the church to, and beyond, the doors.

One could have called the roll of gridiron greats for a generation and found many of them responding in that throng.

GRID HEROES MOURN

Since his death Tuesday afternoon, after a valiant battle, these football heroes and other notables have sent messages of sympathy streaming to his family at Marshfield, and many have knelt there at his bier.

Mayor James M. Curley, his son, Paul; Dist. Atty. William J. Foley, Judge Daniel T. O'Connell, Brig.-Gen. Thomas F. Foley and Lieut.-Col. William Howe were among those at the services.

Others were: Thomas Yawkey, owner of the Red Sox; Fred Mitchell, representing the Braves; Jack Ryder, Boston College track coach; Bunny Cochrane, former Holy Cross coach; Johnny O'Reilly, former Georgetown track coach; Timothy Callahan, chairman of the ballot law commission; Eddie Farrell, Harvard track coach; Jack Ingersol, former Dartmouth College football star.

Rev. Louis E. Gallagher, S. J., of Boston College, where the "Iron Major" had coached so long, celebrated the mass, assisted by Rev. Francis D. Scully of the Sacred Heart Church, and Rev. James F. Hancy of St. Paul's, Hingham.

PROMINENT BEARERS

The pallbearers were Frederick A. Carroll, vice-president of the National Shawmut Bank; Dr. Edward J. O'Brien, noted football referee; Dr. Harry O. Cahill, Joseph E. McKenney, coach at Boston College; Joseph E. O'Connell, Walter Brodrick, Arthur McCall and Ch...

Globe 9/1/33

CITY TAX RATE SET AT $32.80

Mayor Curley Announces Cut From Last Year

Despite $110,005,000 Lower Valuations on Property

Nation and State Aid in Keeping Figure Down

Boston's tax rate for this year will be $32.80 a $1000, a reduction of $2.70 from the tax rate of last year.

The assessed valuation of the city for 1933 as determined by the Board of Assessors is $1,780,000,000, a reduction of $110,005,000 from the total valuations fixed in 1932.

Among factors which materially assisted in the reduction in the tax rate were savings of $6,561,568 in maintenance, a grant of $1,994,457 from the Federal Government and the municipal tax rate relief loan of $3,500,000 approved yesterday by the State Emergency Finance Board Certain unfavorable factors amounting to $4,782,616 offset in part the favorable factors.

Mayor's Analysis

The following statement regarding the tax rate situation was given out by Mayor Curley last night:

"Despite the most radical reduction in assessed valuations in the city's history, it is my pleasure to inform the owners of real and personal property in the city of a $2.70 reduction in the tax rate for the current year as compared with that of 1932. The assessed valuation of the city for 1933 as determined by the Board of Assessors is $1,780,000,000, a reduction of $110,005,000 from the total of valuations fixed in 1932.

"This reduction is the largest to be made in the history of the city, exceeding by approximately $40,000,000 the reduction made last year by the Assessors. The valuation figure determined by the Assessors for 1933 is the lowest figure to prevail since 1923, and also represents an approximate reduction of $200,000,000 from the total of valuations fixed in 1930, the first year of my present administration.

Favorable Factors

"An analysis of the various items and elements entering into the administration of this year's rate discloses the following favorable factors which have materially assisted in lowering this year's tax burden:

Reductions in maintenance appropriations for city, school and county departments	$6,581,568.33
Municipal tax rate relief loan	3,500,000.00
Federal welfare relief grants	1,994,457.31
Increase in estimated departmental revenues	934,359.86
Reduction in pension accumulation fund requirements	592,339.00
Total	$13,492,724.50

Unfavorable Factors

"The following unfavorable factors have offset in part the favorable effect of the items indicated in the previous table:

Decrease in receipts from gasoline tax	$1,484,396.52
Decrease in income tax receipts	1,311,774.75
Increase in city debt requirements	834,373.08
Decrease in corporation tax receipts	386,791.94
Absence of special Old Age Assistance item	325,000.00
Increase in State tax and assessments	187,590.15
Decrease in estimated receipts from auto excise tax	175,000.00
Deficit in operation of the Boylston-st subway extension	77,699.83
Total	$4,782,616.27

Maintenance Savings

"The reduction indicated in the maintenance appropriations for city, school and county departments may be attributed to the salary and wage reduction of 5 percent, 10 percent and 15 percent ordered under date of April 21, personnel savings through the non-filling of vacancies, and the elimination of positions wherever possible, curtailment of nonessential departmental activities, taking advantage of favorable market prices by anticipating departmental needs for equipment, supplies and materials, and by improved purchasing methods.

"Under the provisions of Chapter 307 of the acts of 1933 the Emergency Finance Board of the State has authorized the city to borrow $3,500,000 for the relief of this year's tax rate. To offset this loan it is estimated that the city will receive during the three subsequent fiscal years approximately $6,000,000 as its share of the receipts from the taxing of dividends of domestic corporations, the method devised by the Legislature for the liquidation of loans authorized under Chapter 307.

"The action of Congress in enacting legislation providing for the disbursement from Federal Treasury to local communities throughout the country of grants representing $1 for every $3 disbursed for public welfare has made possible an approximate reduction of $2,000,000 in the determination of the tax rate of this year. This amount covers the allotment to the city on the basis of its welfare and relief disbursements for the first half of the current year.

Increase in Revenues

"The increase in estimated departmental revenues is due, first, to the additional revenue which has accrued to the city through the legalization of the sale of beer, and, second, because of estimated increased reimbursements by the State for public welfare and soldiers' relief disbursements.

"The reduction in pension accumulation fund requirements is made possible by the enactment upon petition of the Mayor of Chapter 243 of the Acts of 1933. Under the provisions of this act the term for the raising of the pension accumulation fund fixed in the original Retirement act has been lengthened, thus permitting a reduction in the amounts to be included annually in the tax levy for this purpose.

"According to certificates received by the assessors from the Commissioner of Taxation, the city's share of revenues to be disbursed by the State in November for the corporation, income and gasoline taxes, will be $3,182,953.21 less than the amount received in 1932.

"The increase in city debt requirements may be attributed largely to the increase in the amount of temporary loans which it has been necessary to borrow this year in anticipation of taxes, together with the abnormal interest rates charged on such loans by the banking interests of the city.

"In the last year's tax levy a special item for old age assistance was shown, because of the fact that up to May 1 of last year the State reimbursed municipalities for the full amounts expended for old age assistance. This year the State is reimbursing municipalities on the basis of one-third of approved disbursements, and the estimated amount to be received under this head has been included in the estimated departmental receipts of the Public Welfare Department.

Share in "L" Deficit

"The increase in State tax and assessments may be directly attributed to the increase in the city's share of the Boston Elevated Railway operating deficit. The city's share in this deficit for the current year was $1,791,226.02, or approximately $6600,000 in excess of that of 1932.

"The actual assessments by the city during the first five months of the current year for the auto excise tax were $152,000 less than during the similar period in 1932. Because of this fact, a falling off in revenue from this source of $175,000 is estimated during the entire year. This reduction has been caused by a falling off in the number of motor vehicles registered, and also by a weakness in the auto excise tax law which provides that receipts from this tax shall be disbursed to the municipality in which vehicles are registered. Since automobile insurance rates are lower in neighboring communities than in Boston, a large number of cars owned by Boston residents are registered each year outside the city limits in order to take advantage of the lower insurance rates.

"Under the provisions of Chapter 394 of the Acts of 1930 the city is required to raise this year by taxation approximately $77,700, this amount representing the rental on the Boylston-st subway extension which the Elevated Railway was unable to meet from operating revenues.

"In fixing the tax rate for 1932 an overlay equivalent to 2 percent of the net requirements was used. This year, in view of the marked falling off of real estate values and the number of petitions for abatement pending before the State Board of Tax Appeals, it has been deemed wise to use an overlay amounting to 2½ percent of the net requirements.

AMERICAN 9/1/33

Mayor Sadly Bows -:- At Iron Major's Bier

MAYOR CURLEY MOURNER

BEST LOVED GRID COACH GONE

Mayor Curley shown leaving Sacred Heart Church, Newton, where the requiem high mass for Major Frank W. Cavanaugh was celebrated today, and pall bearers bearing the loved "Iron Major" in his casket from the church. The funeral was conducted in Worcester. Thousands of persons—many of high station, many of football fame, others representing the Army—attended. (Boston American Photo.)

Globe 9/2/33

MAYOR ASKS SCHOOL WORK BE ADVERTISED

Approves Construction Contracts for $37,000

Additional work amounting to $37,000, given to contractors who held existing contracts in the schoolhouse construction department, caused Mayor Curley, yesterday, to point out to William W. Drummey, superintendent of construction, "that the interests of the city are best conserved by public advertising and competitive bidding on all work to be done."

The orders, which were yesterday approved by the Mayor, came after a conference with corporation counsel Samuel Silverman, city auditor, Rupert Carven and Mr Drummey. One called for an award without advertising of $1250 for the Hyde Park School; an addition of $13,500 for the Robert Gould Shaw School, West Roxbury; $5397 for a retaining wall at the Edwin P. Seaver School and $17.182 in connection with the William Barton Rogers School, Hyde Park.

Repairs to Schoolhouse

In a report given out last night, Supt Drummey said: "We have expended so far this year for repairs to existing schoolhouses $710,800. Between now and Christmas we will expend another $159,200. In doing this, especially during the past two months, we have furnished employment for over 500 building trades workers, mechanics and laborers, daily.

"In our own storehouse we have reclaimed and repaired 1000 pieces of furniture. As a separate operation we have this year expended $1,500,000 on new buildings and material additions to existing buildings.

"The equipment of the Public Latin School has been almost doubled by adding 36 class rooms, accommodating 1300 pupils, and providing also a new cafeteria, gymnasium and auditorium. We have also built here an asphalt drill yard which will accommodate the entire two regiments at once.

"The Randall G. Morris School in West Roxbury will accommodate 180 additional scholars by its new additions the Emerson School in South Boston has been more than doubled by the new annex, and we have made many other minor changes, needed improvements, and added much more space to our schools.

"The added space needed is somewhat accounted for by the great number of unemployed young men and women who are planning to take post-graduate courses and further improve themselves rather than do nothing.

New Schools Planned

"Provisions are being made under the National Recovery act to obtain funds for a new high school to be built in West Roxbury at a site not yet selected, and a new intermediate school in South Boston, as well as a substantial addition to the Michael J. Perkins School. There are contemplated three additional elementary schools in Hyde Park, an intermediate school in the Norfolk district, and other projects that total slightly in excess of $7,000,000. The heaviest load falls on the high schools which are forced to absorb the students who graduate from the parochial and other religious schools."

Post

WARNS SCHOOLS TO ADVERTISE

Competitive Bids Are Best Says Curley

Contending that the work was of an emergency character because of the impending opening of the school season, Superintendent William W. Drummey of the School Buildings Department, last night defended the granting of $37,311.33 in extra work to four contractors without advertising for bids.

In approving the awards after a conference with the superintendent, the city auditor and the corporation counsel, Mayor Curley added the warning "it will be inadvisable in the future in eexisting contracts, provided they will permit of delay, to make additions to existing contracts since the interests of the city are best conserved by public advertising and competitive bidding."

The Rugo Construction Company was allowed $17,182.33 additional for the erection and completion of the addition to the William Barton Rogers School at Howard avenue and Webster street, Hyde Park.

P. J. Cantwell & Son got an addition of $13,500 to construct the foundation and walls for a future addition to the Robert Gould Shaw School at Mt. Vernon street, West Roxbury.

James J. Coughlin & Sons Company was awarded an extra of $5379 for the erection of a retaining wall at the Edwin P. Seaver School, reported in a dangerous condition.

P. J. Dinn & Co. got the lowest extra, $1250 to construct collapsible gates and grilles at the Hyde Park High School to prevent the afternoon and night users of the hall and gymnasium from passing into other rooms of the school where they have been causing damage.

HERALD

TEMPORARY TAX RELIEF

The decline of $2.70 in the Boston tax rate should not delude anybody into the notion that the trend hereafter will be downward or that the reduction is due solely to heroic economies of administration. As the news article in The Herald yesterday morning said: "The reduction was brought about in a great measure by the direct grant of money from the federal government and by the borrowing of $3,500,000 against the city's apportionment of the state tax to be collected in the next three years."

The action taken is probably commendable. The community needs considerable artificial assistance at present. But let us not forget that the relief is only temporary. The permanent problems are still with us, including decreased valuations, wasteful expenditures (which are not peculiar to Boston), the apparently chronic deficit of the Elevated, unemployment, old age pensions, soldiers' relief, etc.

The next city administration will have to economize drastically if the record high of last year, $25.50, is not to be exceeded. If salaries are to be restored, or even to be kept at their present levels, Boston must try continually to decrease its appropriations. It is for the good of the city employes that programs should be curtailed. The municipal employes ought to realize by this time that in the end they are the victims of careless administration.

HERALD 9/2/33

MAJ. CAVANAUGH IS LAID TO REST

Final Tribute Paid by Former Pupils and Sports World Celebrities

MILITARY HONORS ACCORDED VETERAN

Former gridiron pupils and friends in the official and private life of Frank W. Cavanaugh yesterday paid their final tribute to the "Iron Major" of football, for whom funeral services were held in the Church of the Sacred Heart in Newton. He died Tuesday at his Marshfield home.

Sadly they bore the body of the former coach of Dartmouth, Holy Cross, Boston College and Fordham from the church for burial in St. John's cemetery, Worcester, his native city, where the funeral cortege was met by an escort of world war comrades. Maj. Cavanaugh served with the 102d field artillery of the A. E. F. in France.

MILITARY HONORS

Full military honors were accorded as the body was brought to the grave and the committal service was read by the Rev. Louis J. Gallagher, S. J., president of Boston College, who also celebrated a solemn high mass of requiem. As the body was lowered a military squad fired the traditional three volleys and the bugle sounded "taps."

The body was carried into the church between a double row of officers of the 102d field artillery, M. N. G., of which Maj. Cavanaugh was a member. The officers, 11 of them, also served as military escort.

They were Brig.-Gen. Thomas F. Foley, Col. Roger Eskfelt, commander 102d field artillery; Lt.-Col. William Howe, Capt. Laurence Page, Capt. Arthur P. Trombley, Capt. Edwin W. Gully, Capt. George W. Jones, Capt. Robert W. Vail, Lt. Sigurd Freudenthal, Lt. James J. McGuinn and Lt. Edward W. Crowley.

The Rev. James H. Doule, curate of St. Francis de Sales Church, Charlestown, deacon, and the Rev. James F. Haney, pastor of St. Paul's Church, Hingham, sub-deacon, assisted at the mass.

Bishop Francis J. Spellman, D. D., auxiliary bishop of the Boston diocese and pastor of Sacred Heart Church, was seated within the sanctuary with priests from Boston College, Holy Cross, Fordham and other Jesuit schools.

The active bearers were Frederick A. Carroll, vice-president of the National Shawmut Bank of Boston; Dr. Edward J. O'Brien, veteran football referee; Joseph E. McKenney, former pupil of "Cav" and now coach at Boston College; Dr. Henry P. Cahill, Joseph E. O'Connell, Walter Broderick, Charles Boyle and Arthur McGrail.

The honorary bearers, including several star football players who learned from the major were: William P. (Hiker) Joy, his coaching assistant; William F. Cunningham, John McNamara, Frank Elberry, Charles Darling, Anthony Siano, John Fisher, James A. White, William J. Doyle, Edward Hackett, John Kane, John Heaphy, Frank Davis, Thomas Cole, William Goode and Patrick Creedon.

MAYOR AMONG MOURNERS

There was music by a quartet comprising Miss Claire Janse, soprano; Joseph Ecker, baritone; John J. Shaughnessey, tenor, and Miss Catherine C. Cronin, contralto and organist.

As the body passed out of the church between the lines of the military escort the guidons of batteries B and E of the field artillery were dipped in salute. The cortege was quickly formed and moved away from the church for Worcester, Cavanaugh's native city.

Among those present at the church were Mayor Curley and his son, Paul; Dist.-Atty. William J. Foley, Judge Daniel O'Connell, Thomas Yawkey, Boston Red Sox owner; Fred Mitchell of the Boston Braves, Jack Ryder, Boston College track coach; Jack Slattery, former manager, Boston Braves; John Ryan, former Red Sox catcher and former Red Sox coach; Capt. Francis Logan, Bunny Cochrane, former Holy Cross end coach; John O'Reilly, former Georgetown track coach; Hugh Duffy, former major league baseball player; Jack Ingersoll, former Dartmouth football star; Timothy Callahan, chairman, ballot law commission; former Dist.-Atty. Thomas Lavelle, former Dist.-Atty. Daniel J. Lyne, member of the crime commission; Sheriff John Keliher, Eddie Farrell, Harvard track coach; Vincent Carolan, former assistant director of athletics, Boston College; Thomas Scanlon, Brighton high school coach.

ORDERS BIDDING ON SCHOOL JOBS

Curley Halts Policy of Adding To Existing Contracts

Mayor Curley yesterday ordered William W. Drummey, superintendent of schoolhouse construction, to immediately abrogate the policy of recommending additions to existing contracts affecting school construction and alteration and to resort to competitive bidding for such contracts.

The mayor moved after Drummey had requested him to approve four additions to contracts. The approval was given, but in conference with Drummey, Corporation Counsel Silverman and City Auditor Carven, he issued a warning that the practice must be halted.

Drummey obtained executive approval of an award, not to exceed $1250, to P. J. Dinn & Co. for collapsible gates and grills in the Hyde Park high school which he explained are desired by Superintendent of Schools Campbell.

To P. J. Cantwell & Son, engaged in the erection of an addition to the Robert Gould Shaw school in West Roxbury, was given an extra award of $13,500 for constructing the foundation and walls of a future addition to the school in accord with the request of Supt. Campbell.

James J. Coughblan & Sons Co., holding a contract to construct a retaining wall at the Edwin P. Seaver school, received an order to do additional work at a cost of $5379.

The Rugo Construction Co., Inc., received the largest plum in the shape of an "extra" of $17,182.33 for additional work in the Rogers school in Hyde Park.

Supt. Drummey maintained that all of the work is of an emergency character, but the mayor emphasized his decision that henceforth even such work must be let out only after public advertising for bids.

HUNTINGTON AVENUE SUBWAY

To the Editor of The Herald:

Under the heading, "Curley's Desire to Create Jobs Balked by Government Red Tape," an article appearing in today's Herald is apt to mislead your readers in so far as the Huntington avenue subway project is concerned.

In his statement to the emergency finance board at its public hearing on Monday last, Mayor Curley stated, without qualification, that the construction of the Huntington avenue subway would provide work, direct upon the job, for 3000 men for three years.

In reply to the questionnaire of the federal government as to the total cost of labor directly employed, he stated that it would amount to $4,000,000.

Analysis of these two statements is constructive and illuminating.

Dividing $4,000,000 by 156 weeks (the equivalent of three years), we arrive at a weekly expenditure for labor of $25,641.

Dividing this amount by 3000 men would give each man, for his week's work, $8.55.

Assuming that "the number might vary from time to time" and that the average number employed for the three years would be 2000, it would give each man, for his week's work, $12.82.

One of two things is obvious; either that the mayor has greatly exaggerated the number of men to be employed and the duration of their employment, or else he proposes to pay a wage that would be rejected "off the bat" both by the unemployed veterans and others who may be receiving public welfare.

Three years' employment of 3000 men at any acceptable wage, say $18 per week, would make the labor cost $8,424,000, or practically the entire cost for material, labor, engineering, legal and other expenses, which his honor stated, in reply to the above questionnaire would be $8,710,000.

In considering the application of his honor for federal contribution toward a Huntington avenue subway, efforts to reconcile this and other questionable statements with the actual facts do consume time and tax credit.

BERNARD J. ROTHWELL.

Boston, Sept. 1.

Record 9/2/33

Radio Ace Performs for Mayor in Private

Birthday Gift to his mother in Wallingford, Ct., will be the singing in the choir of Holy Trinity church there, in the vestments he wore as a boy, by Morton Downey, right, famed tenor, shown as he played own accompaniment for Mayor Curley. Downey starred yesterday at reopening of the RKO Keith-Boston theater before record throng. (Daily Record Photo.)

RECORD 9/2/30 GLOBE

Famed Tenor Guest of Mayor at Luncheon

Mayor James M. Curley, Morton Downey, famed tenor, and Charles Korer, divisional chief, RKO-Keith theatrical; l. to r., as they lunched yesterday at Ritz-Carlton hotel, preparatory to Morton's personal appearance at the newly-opened RKO-Keith Boston theater.

DOWNEY TO SING FOR HIS MOTHER IN HOME CHURCH

With the applause and cheers of record-breaking audiences still ringing in his ears with his name a magic word in the radio and the theater, Morton Downey, the golden-voiced tenor, declared yesterday he will get his greatest thrill when he goes back to sing in the little church choir in his home town for the first time in 15 years.

So that is just what he is going to do.

It is to be a birthday gift to his mother in Wallingford, Ct. She has saved his vestments in a little trunk he owned as a boy. He promised his mother her wish before his arrival in Boston, where he is appearing at Keith's Boston theataer.

Since his arrival here, Downey yesterday revealed that he rode alone in an auto early on Thursday afternoon to visit the Cathedral of the Holy Cross, where he also as a boy in Boston had wished to sing. He was too busy in those days, he explained, because he was struggling to make a living as a "candy butcher" on the New York, New Haven & Hartford road.

WANTED MOTHER HERE

"Gee," he said yesterday while eating his lunch in a small restaurant near the theater: "I wish there was some way my mother could come up here and I'd sing for her in Boston's Cathedral, but I suppose it can't be done. L'd just go there without letting anyone know it, and sing with the others in the choir."

Downey had just left his dressing room with his representative, Barney McDevitt, and a reporter. In the small restaurant an attractive waitress whispered in the reporter's ear:

"Isn't he Morton Downey?"

Downey overheard her whisper and with a twinkle in his eyes said:

"We are from the theater across the street. We play in the band. But I think Downey who is our boss, will come over soon. Save a chair for him, will you?"

OLD DAYS IN HUB

Later Downey did reveal that he had played in the old Keith Theater, but that it wasn't real playing. He sat in the pit or on the stage to "swell" musical settings. They always gave him a fake saxophone which could not sound. He was amosphere in those days.

He sang in small meeting halls and at dances for different Irish societies. He sang for trainmen on the railroad and in exchange for his warblings, they smuggled him into the caboose of a train for passage to New York where he had been promised a job at the age of 18. Downey is 31 now.

"And you know," he said, "in the old days here in Boston . . . no matter how I tried to please the Irish sweethearts of this town, they'd always say: 'You were wonderful last night, Mort, but you ought to hear my sousin, Mike Riley, out in Concord sing that one. He is [illegible]d.'"

HUNDREDS IN TRIBUTE TO MAJ CAVANAUGH

Newton Church Is Filled—Burial at Worcester

While bugles sounded "taps" and others sent back an echo, the body of Frank W. Cavanaugh, "Iron Major" of gridiron and battlefield, was lowered to its final resting place in St John's Cemetery at Worcester yesterday morning, where hundreds of persons attended the impressive interment rites.

A requiem mass was celebrated at the Church of the Sacred Heart at Newton Centre, from which the cortege proceeded to Worcester. When the funeral procession reached the Shrewsbury-Worcester line at Lake Bridge, 500 friends, including Mayor John T. Mahoney, were awaiting to join the escort.

Newton Church Filled

A volley was fired over the grave by a squad of veterans of Battery E, in charge of 1st Sergt Arthur N. Moberg, and "taps" was sounded by the bugle and drum corps of the Worcester Legion Post. The flag which draped the casket was removed by Capt George W. Jones, former commander of Battery E, and was presented to Mrs Cavanaugh at the grave.

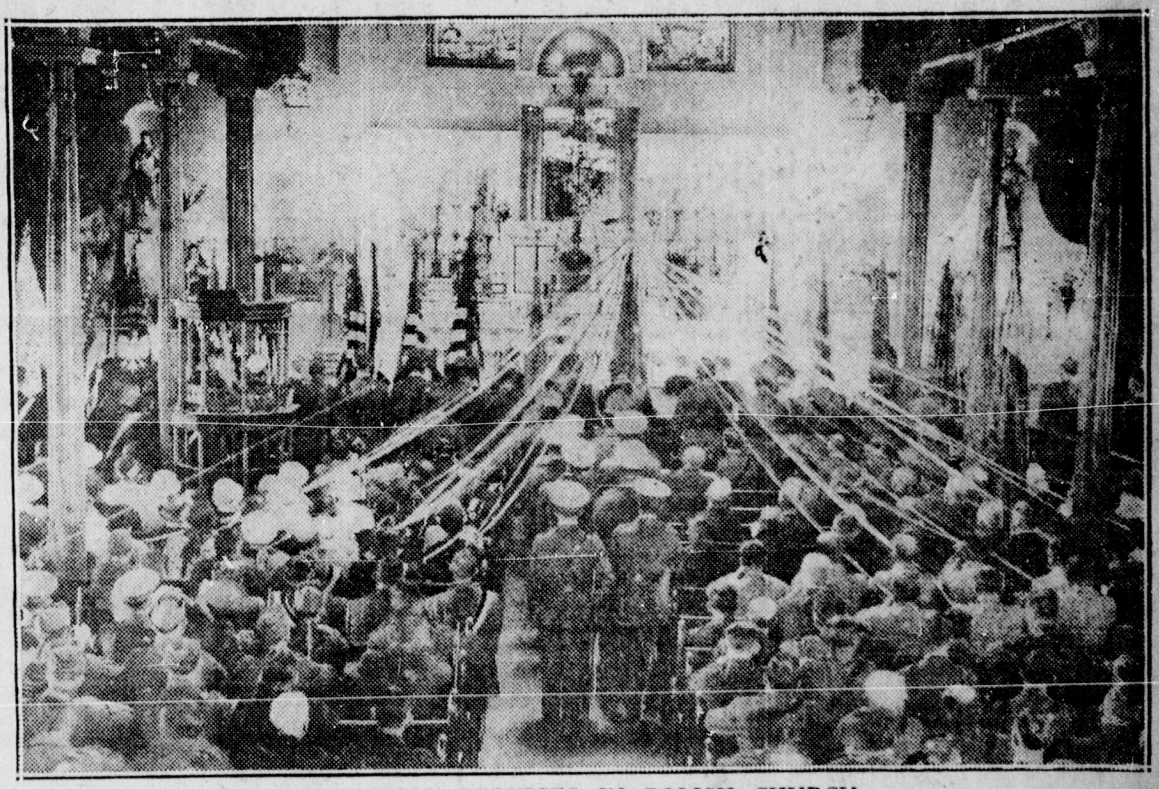
Earlier in the morning, filling the Church of the Sacred Heart and standing in silence on the walks outside, hundreds of mourners had paid tribute to the great football coach and World War hero. They came from every walk of life, representing the clergy, the professions, the sporting world and business life.

Assisting Fr Gallagher at the mass were Rev James H. Doyle, curate of St Francis de Sales Church, Charlestown, as deacon, and Rev James F. Haney, pastor of St Paul's Church, Hingham, as sub-deacon. Seated within the sanctuary were Msgr Francis J. Spellman, auxiliary bishop of Boston, attended by Rev George S. L. O'Connor, rector of the Cathedral at Springfield, and Rev Aloysius Hogan, S. J., president of Fordham University; Rev T. J. Phelan,, S. J.; Rev William E. Murphy, S. J., of Holy Cross, Rev John J. Flynn of Weston College, Rev Jones I. J. Corrigan, S. J.; Rev P. J. McHugh, S. J.; Rev Francis Sullivan; Rev James H. Dolan, S. J.; Rev Daniel J. Lynch, S. J.; Rev Patrick Cummings, S. J and Rev John P. Reynolds of Sac[illegible] Heart Church.

Among the hundreds present were "Bill" Cunningham, John Fisher, Anthony Siano, John McNamara, Charles Darling and Frank Elberry, honorary pallbearers; Rev Patrick J. McHugh, dean of Boston College; Judge Nelson Brown, Judge Charles Donahue, John P. Curley, graduate manager of athletics at Boston College; Judge Daniel T. O'Connell, Mayor James M. Curley, Sheriff John A. Keliher, Ex-Mayor John F. Fitzgerald, John Ryder, Boston College track coach; Edward Farrell, Dist Atty William J. Foley, State Auditor Francis X. Hurley and a number of former football stars and other figures in the athletic world, including Thomas Yawkey of the [illegible]

Post 9/3/33

Kosiusczko Post V. F. W. Dedicate Flag at Faneuil Hall



MEMORIAL SERVICES IN POLISH CHURCH

Interior of St. Mary's Church, South Boston, during memorial services yesterday conducted by the Thaddeus Kosciuszko Post, 2091, Veterans of Foreign Wars. A new set of colors, presented by the Polish Catholic Society, were blessed at the mass.

Formal exercises in dedication of a flag presented to the Kosiusczko Post 2091, Veterans of Foreign Wars, were held yesterday afternoon in Faneuil Hall before about 300 veterans and their friends. The flag was presented by President Victor Potorak on behalf of the Kosiusczko Association of Boston and was received by Commander Edward Nowak for the post.

The colors were blessed by the pastor, the Rev. John M. Chmielnski at a mass in St. Mary's Polish Church in South Boston. After the mass a luncheon was served, following which a resolution offered by Frederick W. Mansfield calling on the school committee to name the next large school after Kosiusczko was adopted.

Mayor Curley in telling why he did not accept his appointment to Poland said that he realized that for 30 years he had been placed in office by the people of Boston and on account of the economic stress of the times he felt he owed his services to the city.

Congressman John W. McCormack in his address appealed to his listeners to support the President's NRA campaign. Present at the meeting were representatives from eight posts of the Veterans of Foreign Wars, two camps of the Spanish war veterans, a Polish army post and two posts of the American Legion, who sat on the platform.

Globe 9/3/33

ENTRY OF GLYNN AROUSES RIVALS

Mansfield Ridicules Idea of Party Straw Vote

John F. Fitzgerald Sends Out Appeal to Democrats

Announcement of the Theodore A. Glynn candidacy for Mayor was the week-end high-light in the Mayoralty derby and evoked considerable comment from other contestants. "Another Nichols man," "a political has-been," "another straw man" and "a Republican assistant" were some of he phrases voiced about the new entry by members of the enemy camps.

Frederick W. Mansfield was among the first to comment on the Glynn entry. He said: "The proposal of a straw vote by Teddy Glynn is understandable and clear because Teddy is a straw man. Straw votes for straw candidates."

He Feels No Alarm

Mansfield addressed several house meetings in Dorchester and Ashmont.

"I am not alarmed over Teddy Glynn's leap into the fight," he said. "I am not at all concerned, for he will only divide the vote of the opposition and will materially help the Mansfield cause.

"Teddy should ask for a straw vote because he's a straw man. I am not interested in a straw vote because it will be only the real ballots by the people who will decide the election. The citizens of Boston will not be fooled this year by the ludicrous multiplicity of candidates in the field. All the straw men and assistant Republican candidates will be given a back seat."

John F. Issues Appeal

Ex-Mayor John F. Fitzgerald made the following appeal last night to the Democratic voters in Boston:

"Democrats awaken and keep awake until election day in November! The battle by the Innes machine to steal Democratic Boston begins Tuesday next when the nomination papers will be issued.

"It is in the air all over Boston that the Democrats should get together. That is what is going to happen. Conferences are going on now to find out the best way for popular opinion among the Democrats to express itself, and I am confident that Democratic Boston, which has given President Roosevelt, Senator David I. Walsh and Gov Joseph B. Ely popular majorities of more than 100,000, will center on one man to the utter annihilation of the Nichols-Innes-Bottomley-Goulston-Lyons machine.

He Warns Candidates

"I would like to suggest therefore to the Democratic voters, under these circumstances, that they keep away from the Nichols crowd, and to the various candidates that they start in with a purpose that whatever may happen, no one of them, having in mind that the honors they have received came from the Democratic party, will permit himself to be used to destroy Democratic success in Boston.

"Our great Democratic President, Franklin D. Roosevelt, has thrilled not only this country but the entire civilized world with his masterful leadership. What a tragedy it would be to read the announcement in the press the morning after the city election that Democratic Boston, with its majority of over 100,000, had not only suffered defeat of its own candidate but repudiated its great leader.

"I am confident that His Honor Mayor Curley, Congressmen John J. Douglass and John W. McCormack, Joseph Maynard, chairman of the Democratic State Committee, and Mr Newman, chairman of the Democratic City Committee, and the Democratic leaders generally, feel the same way as I do about the matter.

"We will be all together on election day."

Globe 9/4/33

LABOR SEC PERKINS ON WAY TO BOSTON

Concert Before Meeting on Common This Morning

A report received last night from Washington, that Frances Perkins, Secretary of the United States Department of Labor, had left that city for the purpose of delivering an address in Boston today, impressed local labor leaders.

Some weeks ago, William F. Dwyer, Secretary of Boston Central Labor Union, invited Sec Perkins to attend the mass meeting and deliver a radio address from the Parkman bandstand on Boston Common at 11 o'clock this morning.

A letter was received in reply, regretfully declining the invitation, owing to other pressing business and previous engagements, with the result that Miss Perkins was left off the list of speakers at the meeting which will be preceded by a band concert from 10 to 11.

The meeting, opened by Frank Fenton, chairman of the Labor Day committee, will be presided over by J. Arthur Moriarty, president of Boston Central Labor Union. Among speakers scheduled are Mayor Curley, Congressman McCormack, James T. Moriarty, president of the Massachusetts State Federation of Labor, and Mary V. Murphy, former treasurer of Boston C. L. U.

When the forecast last night made it appear that stormy weather would prevail this morning, when the outdoor meeting is scheduled, Mr Fenton last night made arrangements for holding the radio part of the program at the studio of WNAC in the Hotel Buckminster, as was the case when Labor Day was stormy years ago.

Decision as to the field day and outing scheduled for Highland Park Avon, this afternoon, will be made at a meeting of the committee this morning. Weather permitting, the outing will be held as scheduled, but, in the event of bad weather, the committee will try to arrange some other form of entertainment for the afternoon and evening.

HERALD 9/3/33

SEES VICTORY FOR DEMOCRATS

Fitzgerald Predicts Party Forces Will Merge in Mayoralty Fight

ASKS VOTERS AVOID 'NICHOLS CROWD'

John F. Fitzgerald predicted last night that the Democrats of Boston will merge their divided forces before the municipal election next November and centre their voting strength on one candidate to "the utter annihiliation of the Nichols-Innes-Bottomly-Goulston-Lyons machine."

The former mayor, admonishing Democrats to avoid contacts with "the Nichols crowd," announced that conferences were being conducted in an endeavor to get an accurate reflection of public opinion.

Democrats now in the contest or expected to obtain nomination papers, which will be available starting Tuesday, are Dist.-Atty. William J. Foley, Joseph F. O'Connell, Frederick W. Mansfield, Paul A. Collins, Theodore A. Glynn, Thomas C. O'Brien, Councilman Francis E. Kelley and Senator Joseph A. Langone.

FITZGERALD'S STATEMENT

With the Democratic vote being distributed among this group of contenders former Mayor Malcolm E. Nichols is regarded as a certain winner.

Mr. Fitzgerald's statement on the situation follows:

Democrats, awaken and remain awake until election day in November. The battle by the Innes machine to steal Democratic Boston begins Tuesday when the nomination papers will be issued.

It is in the air all over Boston that the Democrats should get together. That is what is going to happen. Conferences are going on now to find out the best way for popular opinion among the Democrats to express itself and I am confident that Democratic Boston, which has given President Roosevelt, Senator Walsh and Gov. Ely popular majorities of more than 100,000, will centre on one man to the utter annihilation of the Nichols-Innes-Bottomly-Goulston-Lyons machine.

APPEALS TO VOTERS

I would like to suggest, therefore to the Democratic voters that they keep away from the Nichols crowd and to the various candidates that they start in with a purpose that whatever may happen, no one of them, having in mind that the honors they have received came from the Democratic party, will permit himself to be used to destroy Democratic success in Boston.

Our great President, Franklin D. Roosevelt, has thrilled not only this country but the entire civilized world with his masterful leadership. What a tragedy it would be to read the announcement in the press the morning after the city election that Democratic Boston, with its majority of more than 100,000, had not only suffered defeat of its own candidate but had repudiated its great leader.

I am confident that Mayor Curley, Congressmen Douglass and McCormack, Chairman Joseph A. Maynard and the Democratic leaders generally feel the same way as I do about the matter.

McCORMACK TO DECIDE

Will Announce Stand on Return from Vacation

Congressman John W. McCormack of South Boston, who has resisted for a month the heavy concentration of Democratic leaders intended to influence him to become a candidate for mayor, will make his decision after his return from a 10-day vacation.

A negative response to requests, virtually equivalent to demands, that he end the turmoil created by the multiplicity of Democrats who have announced themselves as candidates by offering himself as an aspirant acceptable to the majority of the local leaders, is certain to convert the contest into a repetition of that in 1925, when Malcolm E. Nichols, Republican, was elected.

McCormack's personal desire is to continue in Congress, but his espousal of the contention that no Republican has any claim upon the mayor's berth may inspire him to abandon his congressional career and acquiesce to the pleadings of local Democrats.

To date McCormack has not declared that he will not become a candidate, but he has not given anything comparable to a definite assurance to his intimate friends that he will enter the contest.

He does not intend to permit any group to sacrifice him, and if he decides to be a candidate it will be after he has been given sincere assurances of the active support of those who are imploring him to do so.

GLYNN 'STRAW MAN,' DECLARES MANSFIELD

Announcement of the Theodore A. Glynn candidacy for mayor evoked the following remarks from Atty. Frederick W. Mansfield last night:

The proposal of a straw vote by Teddy Glynn in understandable because Teddy is a straw man. Straw votes for straw candidates.

Mr. Mansfield flung verbal lances at the newest entry in the mayoralty derby at a series of house meetings in Dorchester and Ashmont last night. Addressing 100 men and women supporters at the home of Mrs. Mary M. Lynch, 1621 Dorchester avenue, he said:

I am not alarmed over Teddy Glynn's leap into the mayoralty fight. I am hardly at all concerned as he will only divide the opposition and will not affect the Mansfield vote.

Teddy should ask for a straw vote because he's a straw man.

FOLEY FOR ECONOMY

Won't Favor Wanton Waste in Needless Rebuilding, He Says

Dist.-Atty. Foley discussed taxation and balancing the city budget at a largely attended meeting of Foley-for-mayor workers at his South Boston headquarters last evening. The meeting was called to receive reports from the different sections of the city on registration work.

The district attorney assured his workers that in the event of his being elected he would do his utmost to balance the budgget even though the city employes were benefited through the restoration of wages taken from them to help meet economic conditions during the past year. He pledged himself to bring about this end at the same time keep the tax rate down.

"It seems," said Mr. Foley," that through the medium of abatements given large property holders by the state-controlled tax appeal board, the city has suffered and we have lost revenue. The small home owner has not been able to profit in this manner. I feel that even with this trouble on our hands the budget can be balanced.

"And if I am elected mayor it will be balanced through the medium of restricting contracts only to items of the direst possible need. I shall not favor wanton waste of city funds in building needless structures, parks and roads. Where necessity requires it, such work shall be done. And those who of necessity are receiving city aid will continue to do so.

"By restricting such expenditures and adjusting tax rates so that fewer appeals and abatements will follow, I feel that sufficient funds will be available to make possible a restoration of the pay cuts and at the same time meet every legitimate expense of the city."

POST

DECLARES GLYNN STRAW CANDIDATE

Chairman Theodore A. Glynn of the Street Commission was labelled as a "straw candidate for Mayor" last night by former State Treasurer Frederick W. Mansfield at a number of house meetings held at Dorchester in the interests of his campaign to succeed Mayor Curley.

Attorney Mansfield ridiculed Candidate Glynn's call for a straw ballot among the Democratic candidates to select a party opponent against former Mayor Nichols. "Teddy should ask for a straw vote because he is a straw man—straw ballots for straw candidates," scoffed Mansfield, asserting that he was not interested in any pre election straw count.

3 Globe 9/3/33 Post

POLITICS AND POLITICIANS

By JOHN D. MERRILL

The latest story about the contests for Republican nominations for the offices filled by State-wide election is that both Atty Gen Joseph E. Warner of Taunton and Ex-State Treas John W. Haigis of Greenfield will be candidates for the gubernatorial nomination. Mr Warner has not announced his intentions, but his supporters say he will not be content with second place on the ticket. Mr Haigis has told some of his friends that he will run for Governor.

Ex-Gov Alvan T. Fuller is keeping quiet. Those who think they know what is going on in his mind say he will run for Governor in the primary if Lieut Gov Gaspar G. Bacon receives the indorsement of the pre-primary convention which will meet next Spring, but that the ex-Governor will not run if either Mr Warner or Mr Haigis is approved by the convention. Mr Fuller has already stood once in the way of Mr Warner's ambitions, and the former's friends do not believe he is disposed to make another fight against the Taunton man.

If Mr Warner and Mr Haigis become candidates for Governor, the field for the party nomination for Lieutenant Governor will be practically cleared for Leverett Saltonstall, the Speaker of the State House of Representatives. Mr Saltonstall has not announced his intentions, but it is commonly believed he will try to succeed Mr Bacon as Lieutenant Governor.

Some of the doubts which surround the ambitions of these Republicans will be cleared away in the near future. Most of the politicians have recently been on their vacations, but soon after Labor Day they will be ready to take up work.

Mayoralty Race a Farce

The preliminaries to the election of a Mayor of Boston have become a burlesque. A dozen or more residents of this city have stated in the newspapers, or elsewhere, that they intended to run; and, unless conditions change in the near future, the number of these ambitious citizens may go on increasing. Everybody knows that not more than four or five of these candidates have any chance of election, but no one knows what has brought the others into the field. The subject offers an opportunity for interesting speculation. Why should a man be a candidate for Mayor when it is evident that he will receive, at a generous estimate, perhaps 500 votes in a total of 225,000, more or less?

The Democratic leaders want to bring about the withdrawal of all of the Democratic candidates and a union on one man, so that the city, in which the Democrats outnumber the Republicans two to one, may have a member of that party in charge of City Hall during the next four years. The statement of this project is simple, but the success of the plan depends on the willingness of the candidates to retire. Since all of those now in the field say they intend to remain in it, the outlook for an agreement among the Democrats is not very hopeful. But public sentiment may take a hand in the matter and become so insistent that the politicians will have to do something.

All Claim Office

If one can believe what he hears from the supporters of the prominent candidates, every one of them is practically sure of election. It is said that Ex-Mayor Malcolm E. Nichols already has 40,000 pledges from voters who will mark their ballots for him. Dist Atty William J. Foley, so the story goes, can count on such a large majority in South Boston and Dorchester that with only a little support elsewhere his success at the polls is assured. Frederick W. Mansfield, who had the indorsement of the Good Government Association four years ago and expects to have it this year, believes that that support and his own strength will give him a substantial lead. Ex-Congressman Joseph F. O'Connell, Ex-Dist Atty Thomas C. O'Brien, and Street Commissioner Theodore H. Glynn, who was second man in the fight four years ago, express confidence, each in his own election. No one can tell how strong City Councilor Francis E. Kelly is, but his supporters show plenty of enthusiasm.

All of those just mentioned, with the exception of Mr Nichols, are Democrats. It would appear that Mr Nichols' chances of election are materially aided by the differences among the Democrats. Perhaps the latter may accept Mr Glynn's suggestion and have an unofficial postal ballot which will indicate their preferences among the candidates in their own party.

Quincy Court Post

People who live in the jurisdiction of the East Norfolk District Court, which sits in Quincy, are interested in the appointment of a successor to Julge Albert E. Avery, who has presented his resignation after a long term of service. The natural expectation would be that Gov Ely would nominate a Democrat to take Judge Avery's place, but it is said that as a Republican Governor appointed Mr Avery, a Democrat, the Republicans in the community are trying to persuade Gov Ely that he would do well to promote one of the two Republicans who are special justices of the court Kenneth L. Nash of Weymouth and Kenneth D. Johnson of Milton.

Acording to reports, Judge Johnson is taking an unselfish attitude. The story is that he has said he would not be a candidate against Judge Nash so long as there was a chance the latter would be nominated to succeed Judge Avery. There is a rumor that if either of the two special justices is promoted Lawrence W. Lyons, now clerk of the court, may be appointed to fill the vacancy on the bench. It may well be, however, that Gov Ely decide to appoint a Democrat in place of Judge Avery, perhaps a resident of Quincy.

Quincy has a larger population than all the rest of the territory served by this court, and the residents of that city may feel that it should be considered. The tradition has been, however, to select the presiding justice from one of the towns in the jurisdiction.

CURLEY TO BACK GLYNN FOR MAYOR

Open Rupture in His Political Alliance With Foley

BY WILTON VAUGH

An open rupture in the political alliance between Mayor Curley and District Attorney Foley was disclosed last night on the eve of the official opening of Boston's free-for-all mayoralty campaign.

The cause of the split was placed by political leaders in the refusal of the Mayor to make any effort to withdraw Chairman Theodore A. Glynn of the Boston Street Commission from the impending race.

In reply to the demand that he take his cabinet member out of the fight, the Mayor revealed his decision to back Glynn, as he did eight years ago in the last scramble for the mayoral chair.

Wires Sizzle With Hot Talk

After the Mayor had cancelled a scheduled appointment for a conference with him, the district attorney called City Hall by telephone and made a demand upon the Mayor to take Glynn out of the fight as a means of preventing a division of the Democratic vote.

The Mayor disclaimed any responsibility for Glynn's entry. The wires sizzled for a few minutes with the hot conversation between City Hall and the courthouse until the Mayor ended it with the sudden announcement of his determination to climb aboard the Glynn bandwagon.

Glynn Topped Democrats

He argued that Glynn had more right in the fight than anyone else because of his experience as fire commissioner and street commissioner, to say nothing of the fact that he finished second in the 1925 Mayoralty race with a field of 10 candidates, topping all his Democratic rivals, even though former Mayor Nichols did win.

Supporters of the Foley candidacy gave up hope last night of mending the strained relations between their leader and the Mayor and they began to draw up their battle lines to meet the opposition from City Hall in the campaign.

AMERICAN 9/5/33 TRAVELER

CITY LIMITED TO BORROWING $10,000,000

State Fin. Board Decree Angers Curley; E. Boston Projects

The state emergency finance board at a hearing today tossed a bombshell by notifying Mayor Curley that it had voted to disapprove his $8,500,000 Huntington ave. subway project and to limit Boston's borrowing under the National Recovery program to $10,000,000.

The mayor, who had asked approval of projects totaling $23,500,000, including the subway, told the board it should resign, and he quit the hearing, announcing he would dal with the board no more.

"What are you going to do?" the mayor was asked by newspapermen.

"I am going to see the Governor," he replied.

The governor was not in his office and the mayor rtturned to City Hall with Corporation Counsel Silverman and other city officials whom he had called out of the hearing room with him.

SURPRISE TO MAYOR

Announcement of the board's decisions came as a big surprise to Mayor Curley, who had expected an oportunity today to argue for two of his projects—$2,000,000 for streets and $3,000,000 for sewers.

As the hearing commenced Chairman Joseph Bartlett of Newton stated:

"This board has decided to limit the borrowing by Boston to $10,000,000. In view of the fact the city may want to revise its program."

Mayor Curley jumped to his feet and burst out:

"Why?"

Bartlett replied:

"We believe that Boston should be limited to that amount."

Mayor Curley:

"Do you feel that you have that authority?"

Bartlett:

"Yes, we fell that we have."

Mayor Curley:

"Well, how about the Huntington ave. subway job?"

Barlett:

"Oh, we have voted to disapprove that."

The mayor was evidently very angry and he declared:

"I'm sure that will be very gratifying news tothe city of Boston and the unemployed. The best service this board can render is to resign.

"I don't expect justice here. I don't care to persist in any other matters. (To the other city officials present) Come along. It's useless to remain here."

They all walked out and as they did so, Chairman Bartlett turned to the other members of the state board with a smile and said:

"Well, that disposes of that matter very quickly."

Out in the corridor, newspapermen cornered the Boston mayor and asked him if his statement meant that he was all through dealing with the board, and he answered:

"Of course. hat else is there to do?"

TO DEVELOP E. BOSTON

Shortly before going to the state house Mayor Curley, in conference with city department heads, announced three plans for development of East Boston calling for a total expenditure of $4,800,000, under thenational recovery program. The status of this development is in doubt as a result of the events that followed.

One branch of the East Boston plans calls for extension of the East Boston rapid transit tunnel to a point in the rear of the Boston Airport, at a cost of $3,000,000.

A second calls for construction of an East Boston strandway, to be built at a cost of $1,200,000.

The third would have Porter st. widened at an expenditure of $600,000.

Mayor Curley explained to the department heads and to Henry I. Harriman, president of the United States Chamber of Commerce and chairman of the Elevated trustees, that if the rapid transit tunnel is lengthened to the airport, it would be a benefit to thousands of commuters and would result in the Boston, Revere Beach & Lynn Railroad abandoning its comparatively slow ferry service, and establishing a terminus at the airport.

TO ACT MONDAY

Orders for the contemplated developments were to be submitted to the City Council at its meeting next Monday.

In addition to Mayor Curley and Harriman, the conference was attended by Budget Commissioner Charles J. Fox, Transit Commissioner Thomas F. Sullivan, Commissioner of Public Works Christopher Carven, Park Commissioner William P. Long and Corporation Counsel Samuel Silverman.

BOARD TURNS DOWN CURLEY SUBWAY PLANS

$8,000,000 Huntington Ave. Project Barred —Mayor Angry

The state emergency finance board today voted disapproval of Mayor Curley's $8,000,000 Huntington avenue subway project, which the mayor believed would furnish work for several thousand men during a period of three years.

CALLS FOR RESIGNATION

The project was one of several in the mayor's $23,500,000 construction program, planned to relieve unemployment. in conjunction with federal financial aid.

The state board made known its decision that it would approve only $10,000,000 of the mayor's program projects.

Mayor Curley, upon hearing of the decision, expressed amazement at the board's action, and called for its resignation.

The mayor was informed of the action taken by the board today while he was at the State House. Chairman Joseph W. Bartlett announced the decision. Upon hearing of it, Mayor Curley inquired the reason and was told that the board felt this was all that could and should be done at this time on the construction program. "That is all that is warranted" said the board.

EXPECTS NO JUSTICE

The board asked the mayor if he wanted to reconsider his $5,000,000 street and sewer project, part of his construction program. The mayor said: "Under the circumstances, I don't feel we can expect justice and I see no reason for continuing."

As the mayor turned to leave the State House, he remarked: "This is very gratifying news to the unemployed of Boston. I believe the best thing for this commission to do is resign. I know of no better service which the board could perform."

At a public hearing several days ago at the State House approval of the project was expressed by the directors and trustees of the Elevated as well as the city government.

TRANSCRIPT 9/5/33

Rapid Transit Plan for Narrow Gauge Favored

Curley and Advisors Would Extend Tunnel and Tie Up the Line with the Elevated

Several conferences have been held at City Hall recently, the latest today, on contemplated improvements in East Boston, to be financed under the National Recovery Act, such as the Standway Boulevard, estimated to cost $1,200,00; the widening of Porter street to the airport for $500,000 and an extension at a cost of $3,000,000 of the rapid transit tunnel to the airport where the Boston, Revere Beach & Lynn Railroad would be able to tie up with the Boston Elevated.

Mayor Curley caled to the meeting of today Henry I. Harriman, chairman of the Metropolitan Planning Board; Corporation Counsel Samuel Silverman, Park Commissioner William P. Long, Public Works Commisioner Christopher Carven, City Auditor Rupert S. Carven and Budget Commissioner Charles J. Fox. At a previous conference the Boston Transit Commission was represented.

The mayor is anxious to develop the East Boston waterfront and a long-standing project has been placed before the State and Federal authorities for acceptance under the National Recovery Act. Always associated with the waterfront development has been the widening of Porter street as a great traffic aid to the airport. The extension of the tunnel has been a development more intimately associated with metropolitan planning than with city planning. It was first brought to public attention three or more years ago by the Metropolitan officials who had planned three routes which they felt should be considered in any large development of rapid transit facilities. and it is worthy of note that the act which authorized the Maverick square changes in the rapid transit tunnel gave the city the authority to build that tunnel 12,000 feet beyond Maverick square.

The Narrow Gauge railroad crosses Porter street and then veers off to Marginal street where passengers alight for the ferry trip across the harbor to Atlantic avenue. From a rapid transit standpoint this system is archaic. By a tie-up with the Elevated at the contemplated terminus near the airport, passengers on the Narrow Gauge could transfer from one line to another with ease and thus avoid the ten or fifteen minute trip across the harbor.

Moreover, instead of being deposited on Atlantic avenue, the Narrow Gauge passengers could be left at any point on the underground Elevated system. But as for the question of fare, so far as known there has been no light. Nor has the attitude of the public trustees or the directors of the Elevated system become known.

Porter street widening may cost $500,000, argely from property damage and the necessary reconstruction of a bridge over the tracks of the Boston & Abany. That part of Porter street from Day square to the plaza of the new traffic tunnel has already been widened. The remaining stretch of 1500 feet is well built upon, but the buildings are not of expensive construction.

Mayor Curley said today that the three separate projects would be ready for the consideration of the City Council next Monday.

GLOBE

BOSTON LIMIT SET AT $10,000,000

Mayor Curley's Project Called For $20,000,000

The proposal for the construction of a Huntington-av subway was disapproved today by the State Emergency Finance Board. The board announced that it has limited the amount of money which may be spent in Boston for the construction projects under the Industrial Recovery act to $10,000,000.

On hearing that the subway project had been disapproved, Mayor Curley, who was at the State House at the time, left immediately, with the remark:

"This is very gratifying news to the unemployed of Boston. I believe the best thing for this commission to do is to resign.

"I know of no better service which the board could have performed."

Doubts Board's Power

The Mayor had a project before the board providing for the expenditure of $20,000,000, under the Recovery act. The decision was made known by Chairman Joseph W. Bartlett at a hearing in the State House this afternoon, which was attended by Mayor Curley.

When the Mayor asked what the reason was for cutting down Boston's allowance, under the Recovery act, Bartlett said, "That is all that is warranted."

The Mayor expressed doubt concerning the board's power to cut out the subway.

Referring to limitations in general expenditure, Chairman Bartlett asked Mayor Curley whether he wanted to reconsider a proposal of $5,000,000 for streets and sewers.

"Under the circumstances," the Mayor replied, "I don't feel that we can expect justice, and I can see no reason for continuing."

TRAVELER

SEVEN GIVEN PAPERS IN HUB BID FOR MAYOR

Nichols Second on List —Alonzo Cook Among Number

The necessary nomination papers for the coming mayoralty race in Boston were available this morning at nine o'clock, and candidate Joseph F. O'Connell was the first to receive his papers.

NICHOLS IS SECOND

Malcolm E. Nichols, ex-mayor, was in the office of the election commissioner at the same time, but turning to greet a friend, was second. Both left the office for their headquarters and the race for the necessary 3000 signatures was on.

Others who received their papers were Frederick W. Mansfield, Theodore A. Glynn, John J. Connors, Senator Joseph A. Langone, and former State Auditor Alonzo B. Cook. Each candidate was given 300 sheets with space for 108 signatures on each.

From the Nichols headquarters, a waiting squad of workers started out to secure the required number of signatures just as soon as the former mayor arrived with the blanks. At the Glynn headquarters, the former fire commissioner announced that his papers would be returned completed tomorrow.

Papers for the other five announced candidates are waiting at the office, and are made out for the following: Curtis C. Metzler, J. L. McCusker, Dist. Atty William J. Foley, Washington D. Cook brother of Alonzo B., and Wesley D Hamilton.

Many aspirants for city council seats and places on the school committee are picked up their papers

Globe 9/5/33

COUNCIL TO ACT ON THREE PROJECTS

City May Ask Federal Funds For East Boston Improvements

A bid will be made for Federal funds to carry out three projects which have been under consideration for some time, and on Monday the Boston City Council will be asked to give approval so that the projects may be submitted to the State and Federal emergency committees.

One plan calls for the extension of the present East Boston rapid transit tunnel from Maverick sq to the rear of the airport at a cost of $3,000,000. Under the plan, if approved, the Boston, Revere Beach & Lynn Railroad would have a terminus at the airport end of the tunnel and discontinue its ferry service.

The other projects are $1,200,000 for development of a strandway in East Boston and $600,000 for widening of Porter st from Day sq to the airport.

The decision to offer the orders to the City Council followed a conference at Mayor Curley's office today. Those in attendance were Park Commissioner William P. Long, Public Works Commissioner Christopher Carven, Corporation Counsel Samuel Silverman, Col Thomas F. Sullivan of the Transit Commission, Budget Commissioner Charles J. Fox and Henry I. Harriman, president of the United States Chamber of Commerce.

MOVE TO UNITE DEMOCRATS HERE

Leaders Confer on Cape About Mayoralty

Fitzgerald Says Nichols Will Be Buried

Special Dispatch to the Globe

HYANNISPORT, Sept 4—A conference of a few of Boston's Democratic leaders Summering at the Cape was held at the residence of Ex-Mayor Fitzgerald of Boston this afternoon. The gathering, though an informal one, took some positive steps toward getting the Boston democracy united on one candidate. Chairman Joseph A. Maynard, of the State committee, suggested that a meeting of Gov Ely, Mayor Curley, Congressmen Douglas and McCormack and Pres Newman of Democratic city committee be arranged immediately to start the ball a rolling for a united democracy in Boston, this to be followed by a call to all the Democratic leaders, women as well as men, in every precinct in Boston to organize behind the strongest possible Democratic candidate.

"The Inness machine won't have a chance when we get going," said Mr Fitzgerald after the meeting was over.

"I believe that before long, notwithstanding the fact that Mr Nichols has been campaigning for four years, that the loyalty and common sense of Boston democracy will assert themselves with the result that if Mr Nichols name is on the ballot, of which I have some doubt, he will be buried. I am willing to risk whatever political reputation I have for sound judgment on this statement.

Post

CITY ELECTION CAMPAIGN ON

Papers to Be Issued to 149 Candidates Today

Boston's city election campaign will officially open at 9 o'clock this morning, when the Board of Election Commissioners will issue nomination papers to 149 candidates for seats in the city government.

Each of the 12 candidates, already on record for the office of Mayor, will be obliged to obtain the signatures of 3000 voters. Then there are five aspirants for the two contested seats in the school committee, who will be required to obtain 2000 signatures each to go on the ballot, even though the four-year jobs are unpaid.

For the 22 seats in the City Council, there are already 132 contestants, although all but three of the present members of the City Council are candidates for another term of two years at a salary of $2000 a year.

More candidates are promising to enter the campaign between now and Sept. 26, when the nominations close, so the doorbells of the voters will be taxed to the maximum during the next three weeks by the candidates and their followers seeking signatures.

Before the zero hour arrives for the filing of nominations, election officials expect a record flock of candidates for almost every office which will be filled on Nov. 7, when the voters go to the polls.

DEMOCRATIC CHIEFS MEET

Move to Win Boston's Mayoralty Fight

HYANNISPORT, Sept 4—A conference of a few of Boston's prominent Democratic leaders summering at the Cape was held at the residence of former Mayor John F. Fitzgerald this afternoon. The gathering, though an informal one, took some positive steps towards getting the Boston Democracy united on one candidate.

Chairman Joseph A. Maynard of the State committee, who like Mr. Fitzgerald is a summer resident of the Cape, suggested that a meeting of Governor Ely, Mayor Curley, Congressman Douglass, Congressman McCormack and President Newman of the Democratic city committee be arranged immediately to start the ball rolling for a united Democracy in Boston, this to be followed by a call to all the Democratic leaders, women as well as men, in every precinct in Boston to organize behind the strongest possible Democratic candidate.

"The Innes machine won't have a chance when we get going," said Mr. Fitzgerald, after the meeting was over. "In every fight recently within his own party he and his machine have been defeated decisively."

American

$67,225 City Milk Contract Approved

Mayor Curley today approved a contract with the United Farmers' Cooperative Creameries for $67,225.43, to supply milk and cream to city institutions for the three months beginning Oct. 1 and ending Dec. 1.

Before giving his approval, however, the Mayor made certain that the organization had signed up under the NRA.

Globe 9/5/33

LABOR LEADERS HAIL WORKERS' NEW ERA

Roosevelt Plan Aid to Humanity, Says Mayor—Exercises Off, Speeches Broadcast

Labor leaders and public officials speaking yesterday under the auspices of the Boston Central Labor Union hailed Labor Day, 1933, as the most memorable in the half a century existence of labor's own holiday.

The exercises planned for the Parkman bandstand on Boston Common from 10 o'clock to noon were abandoned because of the heavy rain, and the guest speakers sent out their messages of hope, encouragement and cooperation over the air from the broadcasting studio of WAAB, praising the new deal and pointing to the opportunities for the worker under President Roosevelt's national industrial recovery program.

Mayor Curley said Labor Day, 1933, was not only a great day for organized labor, but in his opinion even a greater day for humanity and for the United States of America.

Mayor Speaks of New Deal

Mayor Curley's address in part:

"A little over a half-century ago, a small group of men, many from our own city of Boston, established the organization of labor for the protection of the rights of the worker.

"When we consider the struggles and the vicissitudes and the suffering borne by representatives of this great organization working solely for the welfare of humanity, finding opposition not only in the ranks of the employer but not infrequently in the ranks of its beneficiaries, the workers in America, finding not infrequently a venal judge and being harassed in the event of strike by the organized forces of society, not only by the police and by the strike breakers but by the militia and still carrying on, and then consider what has taken place in the last six months and try to visualize if you will, just what the future has in store; truly a new deal not for organized labor alone but for humanity, is dependent upon the success of the N. R. A. program as enunciated by the President of the United States."

Duty of the Individual

The Mayor said that one courageous act of the President has won for humanity the great fight ending child labor and ending in large measure the competition of child and woman labor outside of the hours of the daytime in industry.

"When we consider this contribution alone," he continued, "plus the project of a shorter working day and a five-day week, will provide sufficient additional opportunities to take up the slack and make possible opportunities of employment for the nearly 11,000,000 who are today without employment in the United States of America, we have some appreciation of our own individual responsibility and duty.

"If it is possible, through the support of the N. R. A., to end the flooding of American markets with prison and pauper-made goods, if it is possible through the N. R. A. program to end the competition of child labor, and of the labor of women at night in industry, and if it is possible, through the N. R. A., to end industrial disputes, to end the savagery of the strike and of the lockout and the misery and the brutality of the blacklist, and if, through the N. R. A., under the inspired leadership of Franklin D. Roosevelt, we can proclaim to the world that child labor will not be permitted in America, that the sweatshop will no longer be allowed to rear its ugly head in America, that the guarantee of liberty and equality of opportunity in America for life, liberty and the pursuit of happiness is to be the lot of the American people through the N. R. A., it is clearly the duty of every American to patronize only those establishments that abide by the provisions of the N. R. A. and stand ready to hold up the hand of Franklin Delano Roosevelt in the greatest economic and social program ever inaugurated in the history of America."

McCormack Praises Roosevelt

Congressman John W. McCormack said that President Roosevelt has recommended legislation that has laid the foundation for a return of economic, material and spiritual happiness. He said that the power and agencies of the American Government under the new order of things are being used for the protection of the individual and the best interest and welfare of the people in general. McCormack said that the people of the United States, tired of the old order, brought about the present revolutionary change through the medium of the ballot box last November.

McCormack paid tribute to both Pres Green of the A. F. of L. and Pres J. Arthur Moriarty of the Boston C. L. U. for their constructive leadership, which he said, was directed distinctly for the best interest of the greater number and the country as a whole. He said that labor's primary obligation is to continue its support and cooperation of the President's program of recovery which is intended to control and regulate the factors that resulted in the present and past depressions.

Nation Reborn, Says Moriarty

Pres J. Arthur Moriarty of the Boston C. L. U. called the day the most momentous in the 51 years that Labor Day has been observed. He said the revolutionary changes that have taken place in the last six months are of such magnitude and importance that they mark the rebirth of the Nation.

Mr Moriarty spoke of the spectacular changes since Labor Day, 1932. He recounted the changes that have taken place since March 4—fear gone, hope and confidence in the air. He said that the accomplishments of the first six months of the Roosevelt Administration have been felt around the world and this augurs well for what the next few years will bring forth for the people generally. He pointed out that the success of Roosevelt's major program depends on the proper balance between production and consumption.

State A. F. of L. Head Speaks

Pres James T. Moriarty of the Massachusetts State Branch of the A. F. of L. urged that everyone go along with the National Recovery Plan, leaving aside personal and industrial interests. Moriarty said that now is the time to wipe out independent unions and company unions by taking advantage of the opportunity afforded by the N. R. A. He urged every man and woman worker to assist the Government in carrying to success "the greatest piece of legislation since the unshackling of the slaves by Lincoln."

Francis P. Fenton said that Labor Day is a day for deep meditation rather than a holiday. He warned against company unions.

Mrs Mary Murphy stressed the point that women are full partners with men in the President's industrial recovery plan. She said the housewife holds the key to success of the N. R. A. program by trading with Blue Eagle establishments.

There was music by a band between the speeches.

Globe 9/5/33

Post

MEMORIAL EXERCISES FOR KOSCIUSZKO IN SOUTH BOSTON AND FANEUIL HALL

MARCHING OUT OF ST MARY'S POLISH CATHOLIC CHURCH, SOUTH BOSTON, AFTER BLESSING OF FLAGS OF KOSCIUSZKO POST, V. F. W.

Mayor James M. Curley, Congressman John W. McCormack and attorney Frederick W. Mansfield were prominent at the exercises yesterday in memory of Thaddeus Kosciuszko, a son of Poland, who won distinction as a soldier during the American Revolution. A post of Veterans of Foreign Wars, composed of Polish-American young men, bearing the name of the Polish-American hero, arranged the exercises in his memory.

This post, organized within the last year, was presented with a set of colors. These were blessed at a service in St Mary's Polish Catholic Church, Dorchester av, South Boston. Visiting veterans' posts, with their colors, in uniform, attended. Many Polish organizations were represented.

Later the veterans assembled at their quarters at 725 Dorchester av, where Mr Mansfield, the principal speaker, proposed that a school should be named for the patriot.

A resolution was adopted, asking Mr Mansfield to serve as chairman of a committee to work for the naming of a Boston school in memory of Kosciuszko.

The colors were presented to the post by the Kosciuszko Association, the president, Victor Pottorak, making the address. E. Nowak, post commander, received the flags and expressed the members' appreciation for the gift.

In the afternoon there was a mass meeting at Faneuil Hall. Mayor Curley spoke of the contributions by Kosciuszko and other Poles to the honor and glory of this country. Congressman John W. McCormack spoke of the loyalty of Polish-Americans to their adopted country.

Instead of trying to look for changes in the NRA, as recommended by the president of the National Chamber of Commerce, President James T. Moriarty of the State Federation of Labor, called upon the Chambers of Commerce to be "Americans first and help to get jobs for the 11,000,000 unemployed" in a radio broadcast which featured the Labor Day observance of the Boston Central Labor Union, yesterday.

APPEAL TO LABOR

President Moriarty's attack on the head of the National Chamber of Commerce, Henry I. Harriman, resulted form a Washington news story, which said that the latter was advocating recognition of the "open shop" in industry as opposed to the stand taken by the American Federation of Labor and labor's representative on the NRA's Advisory Board.

He also made an appeal for every worker to organize in unions and to affiliate with the American Federation of Labor, which has been a recognized labor organization for the past 50 years. "The opportunity of the worker today," he said, "is two fold, first, to show their American principles, and second, to better their own economic condition.

"This is the time to wipe out all company unions and this is the time to wipe out all independent unions," he said.

Hope Now in Land

Mayor Curley said when "we consider that child labor has been eliminated and that women do not work at night, plus the project of a shorter working day and a five-day week, this will provide sufficient additional opportunities to take up the slack and make possible opportunities of employment for the nearly 11,000,000 men who are today without employment in the United States of America.

"The programme of Roosevelt gives courage, hope and inspiration and confidence to the heart of every American, and should result in an added measure of happiness in the home, and a larger and more complete measure of patriotism in the land."

Hits Last Administration

Congressman John W. McCormack, after stating the previous administration did nothing to remedy conditions, declared that "on March 4 last a new leader of our people was inaugurated. Recognizing that the present economic collapse with its terrible trail of misery and suffering could and should not be permitted to continue, President Roosevelt acted.

"We are now engaged in a campaign to make the NRA a success. Its success means material and spiritual happiness to our people. Its success means that this generation of Americans will not be recorded in history as a failure. Its success means that the general foreclosure of home and farm and general bankruptcy of business that we are facing will be averted."

TRANSCRIPT 9/6/33

Turns Curley Down Flat on Subway

Mayor Thunderstruck by Action of Finance Board

The State Emergency Finance Board today rejected Mayor Curley's proposal for the construction of a subway along Huntington avenue at an estimated cost of $8,500,000. At the same time it was announced that the board has limited the amount of money which may be expended by the city of Boston for construction projects under the N R A program to $10,000,000. Mayor Curley's original program called for an outlay of more than $20,000,000.

Chairman Joseph W. Bartlett of the board made known its decision at a hearing held at the State House this afternoon, and at which Mayor Curley was present.

The mayor was thunderstruck when Chairman Bartlett informed him of the board's action, and asked the reason. He was told that the board was of the opinion that nothing more than it had announced could be done.

"That is all that is warranted," Chairman Bartlett declared.

Mayor Curley expressed his amazement and said he doubted whether the board had the power to act as it did.

Chairman Bartlett, referring to the limitations of expenditure, asked the mayor if he wanted to reconsider a proposal for an outlay of $5,000,000 for streets and sewers, whereupon Mayor Curley remarked: "Under the circumstances I don't feel we can expect justice and I see no reason for continuing."

Turning on his heel, the mayor remarked. "This is very gratifying, too, to the unemployed of Boston. I beieve that the best thing for this commission to do is to resign. I know of no better service which the board could perform."

GLOBE 9/6/33

WELFARE BOARD DEFENDS RECORD

Hits Back at Criticism by Finance Group

Wadsworth Lauds State Unit for Blocking New Subway

Statements of the State Emergency Finance Board relative to welfare expenditures in Boston drew the ire of officials of the Public Welfare Department last night. In a public statement the department stated that the attack of the State board "is evidently a continuation of an attempt to besmirch the record of a municipal department which is credited throughout the country with having performed the greatest public relief work ever accomplished."

The statement said that in the last year and a half the department has been subjected to a series of unfair and unfounded criticisms.

The statement in the letter of the State Board to Mayor Curley, to which the department took exception, was to the effect that "welfare expenditures of Boston should have had, and must have in the future, greater scrutiny."

The board reviewed the steps taken to investigate every case.

"The fact that there has been no appreciable reduction in the monthly disbursements of public welfare relief should not be taken as an indication that fraud and inefficiency are present in the administration of this department," the statement read. "Employment and payroll statistics for the State clearly indicate that Boston has not shared in the improvement of industry as have Worcester, Fall River, Lawrence and other municipalities."

Curley Continues Attack

While Mayor Curley continued his attack on the Emergency Finance Board for its failure to approve the construction of a Huntington-av subway yesterday, Eliot Wadsworth, president of the Boston Chamber of Commerce, issued a statement commending the board for its action.

Mayor Curley repeated his statement that he believes Gov Joseph B. Ely should immediately demand the resignation of this board "for its willful obstruction to the program of the Federal Government.

"A grave responsibility now rests upon His Excellency," the Mayor said in a reply to the board's letter, "to undo the wrong that these willful men have perpetrated upon the people of Boston."

Charges N. R. A. Is Opposed

The Mayor also reiterated his stand of the day before that it is useless to seek approval of the board of any of the other projects indorsed by the City Council. He said that as far as he is concerned he will not continue "If they persist in their present attitude, of willful opposition to the spirit of the N. R. A. and the opportunity for work and wages for the unfortunate members of our society who have suffered altogether too long, due to no fault of their own."

State Commander Daniel J. Doherty of the American Legion called on the Mayor yesterday and, in the words of the Mayor, "consoled me." Mr Doherty said the failure of the plans was a severe blow to the unemployed ex-service men.

Discussing the limitation of $10,000,000 on the Boston program, Mayor Curley said: "If Boston is financially unable to carry on the program which I, as Mayor, have submitted to the Emergency Finance Board for its approval, then no city in the country has the right to embark or engage in any public construction program."

The Wadsworth Statement

Mr Wadsworth in his statement commending the board said:

"The action of the State Emergency Finance Board in rejecting the Huntington-av subway and placing a limitation of $10,000,000 on Boston's public works program deserves the support of every citizen and taxpayer. The board has courageously saved the city from unwise expenditures at a critical time when every sign points to the need of caution. The subway was an unserviceable proposal to heap an unnecessary additional burden upon the taxpayers under a financial arrangement that was clearly unjust to them.

"The Chamber recognizes the desirability of joining in the great national effort to provide employment through public works, but that does not mean that the rule of reason should be discarded. Rejection of the subway does not eliminate the opportunity for creating employment. There is ample opportunity to build up a reasonable program of public works which will give employment, provide necessary facilities of real benefit to the city and allow full cooperation with the Federal Administration in its efforts to improve business activities. The action of the board is in every way consistent with the purposes of the National Recovery act."

Bartlett Keeps Silent

"No comment," was the terse rejoinder of Chairman Joseph W. Bartlett of the board when he was asked yesterday afternoon if he cared to talk for publication in reply to Mayor Curley's statement regarding the board's rejection of the subway project.

Chairman Bartlett received yesterday a letter from Samuel R. Goodwin of 10 State st commending the board's action in reducing the amount of Mayor Curley's proposals for public works in this city and disapproving the subway project. Mr Goodwin called the board members "Godsends to save the public from themselves."

The board yesterday voted to permit the city of Fitchburg to borrow $20,000 against its tax titles. It also voted to release $56,799.25, Pittsfield's share of the second quarter distribution of welfare relief funds obtained from the Federal Government. This amount had been withheld from the city because, according to Chairman Bartlett, the city had failed to comply with a recommendation concerning the handling of its welfare affairs. The city has since complied with the recommendation. The nature of the recommendation is not

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that man.

"Since Democratic Boston is entitled to elect a Democratic mayor, the importance of electing a Democratic mayor not alone from the standpoint of the welfare of the city and of the State is even more vital from the standpoint of the nation in that the Democratic mayor elected would unquestionably support the program and policies of our present great leader, President Franklin D. Roosevelt."

Cites Own Defeat As Strong Argument

The letter to the editor of the Evening American in which Mayor Curley encourages the Boston Evening American to conduct the formal, secret, postcard straw ballot test of registered Democratic voters in order to determine the most available of the Democratic candidates is as follows:

"The multiplicity of candidates that have already announced their intention of running will, unless it is possible to concentrate on one candidate, result in the loss of the control of the city to the Democratic Party.

"I was a candidate for the mayoralty when this system of 'divide and destroy' was first introduced and as a consequence of the division created was defeated and a minority candidate elected mayor.

"Eight years ago, due to the numerous candidates, a minority candidate in the person of Former Mayor Malcolm E. Nichols was elected mayor. In that contest eight years ago, there was no question as to the outcome until almost at the eleventh hour a Democrat of standing was induced to permit of the use of his name and the vote received by him, some 30,000, made possible the election of Republican mayor in Democratic Boston.

"In the presidential election of 1928, Alfred E. Smith carried Boston by a majority of 98,835, and in the next presidential election Franklin D. Roosevelt carried the city by a majority of 101,533.

"The election of a Democratic governor and the re-election of the Honorable David I. Walsh as United States Senator in 1934 will depend in large measure on the Democratic vote cast in Boston, and the election of a Republican mayor in the coming municipal election might prevent either the election of a Democratic governor or the re-election of Senator David I. Walsh.

Sure People Will Welcome His Plan

"I recognize the futility of inducing men who have announced their candidacy to retire from the contest, since under the law they have a right to stand as candidates if they desire, but the importance of the election in its bearing upon future contests is such that the personal desires of any individual should be submerged for the benefit of the party and its leaders in the nation and state.

"It occurs to me that the Boston Evening American might father the movement provided the candidates will agree to contribute to it, whereby a postal card canvass of every enrolled Democrat might be conducted, with some individual representing each man who has announced his candidacy to act as supervisor of the canvass. If this is done I am quite certain that the Democracy of Boston as a whole, outside of the personal friends of the candidates, would eagerly welcome the opportunity of concentrating their efforts in behalf of one candidate rather than by dividing their votes among the candidates, thereby resulting in the defeating of all of the Democratic candidates.

"The expense involved, if divided among the candidates, would not only save the candidates considerable money, but should in addition prevent the loss of the control of the city to the Democratic party.

"Firm in the belief that the good sense of the men who have announced their candidacies will prompt them to agree to a postal card canvass of the enrolled Democrats and abide by the result, for the best interests of the Democratic party, I venture this suggestion, and trust the Boston Evening American will accord to it such consideration as in their judgment it may merit.

"Sincerely,

"JAMES M. CURLEY,
"Mayor."

GLOBE 9/7/33

LUNCHEON TO FARLEY NEXT SATURDAY NOON

Postmaster General to Dedicate Postoffice Here

Plans have been completed for the testimonial luncheon to be tendered to Postmaster General James A. Farley, Saturday, by the Boston Chamber of Commerce, in connection with the dedication of the new Federal Building in Postoffice Square.

The luncheon for business men of Greater Boston will be served on the 14th floor of the Chamber of Commerce Building at 12:30 p m, with Pres Eliot Wadsworth of the Chamber presiding.

The luncheon proceedings will be broadcast through station WNAC and the Columbia network, and WBZ and the National chain, between the hours of 1 and 2 p m. Speakers will be Pres Wadsworth, Gov Ely, United States Senator David I. Walsh, Mayor Curley, Postmaster General Farley and Postmaster William E. Hurley.

As a souvenir of the event, a special cachet will be presented to each person at the luncheon. These will be cancelled in the new Federal Building.

The advance sale of tickets for the luncheon has been heavy.

SUBWAY 'A FLOP,' CURLEY DEMANDS BOARD RESIGN

Notified by the state emergency finance board that it had turned down his $8,500,000 Huntington ave. subway project, Mayor James M. Curley last night indignantly demanded that the board resign, or be removed by Governor Ely for "refusal to cooperate with President Roosevelt's recovery program."

The commission, besides turning down the Huntington ave. job, which Curley said would have supplied 3000 veterans with work and taken $2,000,000 off the welfare roll, recommended closer scrutiny of welfare expenditures by the city, drastic real estate valuation reduction and further drastic economy in conduct of the city government.

Curley had asked for permission to spend $23,500,000 in various projects, chief of which was the subway, with the expectation that the federal government would supply $19,000,000.

$10,000,000 THEIR LIMIT

The commission held that $10,000,000 of government funds is all that will be available, and stated that it will approve street improvement, sewer and other public works to the amount of $10,000,000, but no more.

The commission report states that anything additional would create great hardship on the already overburdened Hub taxpayers. The report says:

"The welfare expenditures should have had and must have in the future greater scrutiny. Exactly $1,493,579 of 1931 taxes remain uncollected. Real estate valuations must be drastically cut. The cost of government must be reduced. In brief, a high tax rate, inability of its citizens to pay, and Boston s expenditures in public works should lead us and the citizens of Boston to caution at the present time."

"STUNNED BY REFUSAL"

Mayor Curley, replying to the refusal of his pet project, said:

"I was shocked—stunned by the refusal of the board to approve such a gilt-edge investment as the Huntington ave. project is.

"I was so disgusted I didn't bother to ask the board to approve a $2,000,000 street improvement project or the $3,000,000 sewerage construction program.

AMERICAN 9/6/33

Unite or Fall! Curley's Word to Candidates

Mayor Urges Mayoralty Aspirants to Agree on Result of Pre-Election Formal Canvass of Voters

The Evening American invites comment from candidates and party leaders on the suggestion of Mayor Curley.

Mayor James M. Curley today urged the Boston Evening American to sponsor and conduct a formal, secret, post-card canvass of all registered Democratic voters of the city to determine the strongest Democratic candidate for mayor of Boston.

There are too many candidates in the field for this vastly important office, he said.

They will disrupt and divide the Democratic party, he said.

They will defeat the possibility of electing a Democratic mayor for the great Democratic metropolis of the northeast.

They will make certain the election of a minority candidate who in no wise would be respresentative of the majority sentiment of the community at a critical time when universal co-operation is necessary to revive business and restore employment under the national recovery program of President Roosevelt.

There are two ways, Mayor Curley said, to avert this result, which he asserts would be calamitous.

1—One would be for the many Democratic candidates to confer amicably, to select one of their number to be the unanimous Democratic choice for mayor and to agree to support him to the utmost of their ability and enthusiasm.

Such a course he believes to be impossible under the circumstances.

2—The other course, he believes, would be for an impartial, return postcard straw vote to be conducted among the Democratic voters of Boston by a responsible and unprejudiced agency like the Boston Evening American.

Pledges Himself to Abide by Result

There are some 160,000 registered Democrats in Boston.

Mayor Curley encourages the Boston Evening American to arrange a straw vote which would register the sentiment of these voters.

1—Either the entire 160,000 would be polled by postcard, or

2—One out of every three, assuming there be an average of three votes to a family, and thus the accord of the entire Democratic registration would be satisfactorily ascertained.

Mayor Curley pledged himself to abide by the verdict of such a test.

He has no candidate of his own, he said, nor is he at this time supporting any one of the numerous candidates who have offered themselves to the public.

He said he will unreservedly support the Democratic candidate who is shown by such a test vote to be the strongest in the public estimation for mayor of Boston in the next important four years.

This is Mayor Curley's definite announcement on that point, which is fraught with deep public interest and political significance because of his prestige and influence that could be exerted in the mayoralty campaign:

"Personally, I have had one experience in the endeavor to name a successor and I do not propose attempting it again.

" not supporting any candidate for the mayoralty for the present, but in the event that a canvass of Democratic voters can be made either by postcard or in the event that the candidates can agree among themselves on one man, I shall do everything possible to elect that man."

Cost of Vote Put At $200 Per Candidate

Mayor Curley proposes that the expense of a straw ballot test to be sponsored by the Boston Evening American could well be financed by the candidates themselves, as an economy operation.

He estimated the cost at about $2000. There are about a dozen candidates in the field, and others looking to the opportune or expedient day on which to announce their aspirations. Perhaps the average cost to them would be $200 apiece.

"Better to spend $200 to know whether you could win or lose, than to spend $100,000 in a campaign and then lose it," the mayor observed.

Mayor Curley suggests that each of the candidates could nominate a personal agent or representative to supervise their interests in the accuracy of such a postcard straw ballot and to participate in the arrangements for it.

So far as is known this is the first time that the mayor of a great city has officially suggested a newspaper to serve as a medium for the public in their choice of their candidate for chief executive.

In any event, Mayor Curley's invitation is one of the most interesting campaign developments in the life of the city and will be read with eager interest because of its contribution as a possible solution to the muddled mayoralty campaign situation as well as the precedent it establishes.

Blames Scramble on Republican Solons

Mayor Curley said in a personal statement to the Boston Evening American:

"The non-partisan system of elections for Boston was adopted solely with a view to creating a situation that is in evidence in every mayoralty campaign, namely, to permit of the creation of differences in the Democratic party, and as a consequence of the division to allow a minorty candidate to obtain control.

"It is unfortunate that in dealing with this important phase of political life a Republican Legislature has consistently refused to change the law and permit of a bi-partisan system of nomination of candidates in Boston.

"Perconnally I have had one experience in the endeavor to name a successor and I do not propose attempting it again. I am not supporting any candidate for the mayoralty at present, but in the event that a canvass can be made, either by postcard or otherwise, or in the event that the candidates can agree among themselves on one man, I shall do everything possible to elect

HERALD 9/6/33

Bartlett Ignores Curley Attack On State Emergency Finance Board

Joseph W. Bartlett, chairman of the state emergency finance board, chose yesterday to ignore Mayor Curley's renewed attack on the board members for their procedure in refusing to approve the mayor's request for authority to spend $8,500,000 on the proposed construction of the Huntington avenue subway extension.

"No comment," was Chairman Bartlett's brief reply when his attention was called to the mayor's statement that the board's action constituted a "wilful opposition to the national recovery program."

Eliot Wadsworth, president of the Boston Chamber of Commerce, and Samuel R. Goodwin, a prospective candidate for mayor of Boston, applauded the board for its action in rejecting the subway extension proposal.

When Gov. Ely returns to the State House today to attend a meeting of the executive council he will decline to interfere in the controversy even in the face of Mayor Curley's declaration that a grave responsibility rests upon him "to undo the wrong that these wilful men have perpetrated upon the people of Boston."

Mayor Curley is expected to renew his denunciation of the emergency finance board at today's installation of the new officers of the Massachusetts department of the American Legion at which he will be the chief speaker. The Governor also may come under his fire if Mr. Ely gives public notice of his intention to permit the emergency finance board to function without interference on his part.

In commending the board for its rejection of the subway etxension construction project Mr. Wadsworth said its members had "saved the city from unwise expenditure at a time when every sign points to the need of caution."

Continuing he said "The chamber recognizes the desirability of joining in the great national effort to provide employment through public works but that does not mean that the rule of reason should be discarded."

CURLEY DEMANDS 1934 ESTIMATES

Officials Surprised by Call for Financial Needs for Next Year

Although Mayor Curley is without any authority to determine appropriation allowance in the 1934 budget, he unexpectedly demanded of department heads yesterday preparation before Nov. 1 of schedules of their estimated financial requirements for the coming year.

The call surprised officials who are not certain that they will be retained by the successor of Mayor Curley.

In explanation of his action the mayor said in a circular letter:

While the responsibility for the preparation of the 1934 budget will devolve upon the mayor taking office on Jan. 1, 1934, nevertheless, I feel it incumbent upon me, in view of existing conditions, to point out to department heads the necessity for using the utmost care in the preparation of departmental estimates.

The mayor's move was attributed to the desire of Budget Commissioner Fox to be in a position at the inauguration of the incoming mayor to submit to him definite figures of the amount of money which department heads consider the minimum allowances for the maintenance of their departments in 1934.

Changes in the budget forms will be explained to department heads by Commissioner Fox Tuesday. Department heads have been ordered to confer immediately with Superintendent of Supplies Chapman to obtain intelligent estimates of the probable cost of equipment and supplies in 1934.

AMERICAN

CURLEY PLANS SUBWAY FIGHT

Mayor Curley announced today that he had not dropped his fight for a subway to cost $8,500,000 under Huntington ave., despite the rejection of this project by the state emergency finance board.

"I haven't finished with that yet," he said.

The mayor said that there were 1100 more veterans on the city's soldiers' relief rolls in August than in July, and that 75 per cent of those on the list could be removed in 60 days if the subway project was undertaken.

The total number on the list now is 2626, as compared with 2250 in August last year.

Curley Asks Police Curb Prado Thefts

So great have been the inroads of lead-pipe and brass thieves in buildings being razed preliminary to construction of the North End "Prado" that Mayor Curley today asked police protection for the contractors.

The contractors salvage the lead pipe, brass fittings, doors, windows and other material, but much of this was lost to them on the first day of the razing. From now on, the razing operations in Unity, Salem and Hanover sts. will be guarded by police.

POST

DROP 1200 FAMILIES FROM LIST

But 31,298 Welfare Cases Remain on List

Since the inauguration of President Roosevelt's "new deal" nearly 1200 families have quit Boston's public relief rolls, Executive Director Walter V. McCarthy of the Public Welfare Department announced last night.

31,298 CASES ON LIST

In a report to Mayor Curley replying to criticism from the Statet Emergency Finance Board, he stated that there were now but 31,298 welfare cases on the city's welfare list, as compared with 32,404 when the record peak was reached here April 10.

The State Board's assertion that Boston's welfare expenditures "should have had and must have greater scrutiny" was branded by Director McCarthy as an attempt to "besmirch the best relief work that has ever been accomplished anywhere in the country."

200 Investigators

"Boston's record has been outstanding and no biased or disparaging criticism will cause the present administration to change its welfare and relief policies," the welfare director asserted.

He explained that applications for relief are investigated by a force of 200 investigators, banks checked for accounts, cases checked and re-checked, recipients forced to work for their aid, contacts maintained with private agencies to prevent duplication and every possible avenue of investigation followed.

From $4 to $15 a Week

Boston's scale of relief ranging from $4 a week for a single person to a maximum of $15 a week for families of seven or more could not be considered extravagant in view of the marked upward trend of prices, he stated.

Out of their weekly allowances, he said, Boston welfare recipients are required to pay their rent and light bills and purchase their food supplies. To meet the cost of these necessaries of life, families of seven persons or over get $15 a week; six persons, $13; five persons, $12; four persons, $10; three persons, $9; man and wife, $7, and single man or single woman, $4.

TRAVELER 9/6/33

Mayor Greets Elks Leader

Mayor Curley greeting Walter F. Meier of Seattle, Wash., newly elected grand exalted ruler of the B. P. O. E., at City Hall today. Meier came here to address officers of New England Elkdom and was the guest of the city at a luncheon at the Copley-Plaza.

AMERICAN

Curley Will Spend $265,000 for Fuel

Mayor Curley approved contracts for fuel oil and gasoline today, the total cost being $265,000.

The Petroleum Heat & Power Co. will provide 6,272,000 gallons of heavy fuel oil and 438,000 of medium. The Pennsylvania Oil Co. will supply 468,000 gallons of light. The Standard Oil Co. of New York will provide 452,000 gallons of gasoline. Another contract was awarded Standard Oil Co. of New York for 25,000 gallons of kerosene.

GLOBE

CURLEY ISSUES CALL FOR BUDGET FIGURES

Asks That Estimates Cover Old and New Pay Rates

A conference of department heads and budget officials will be held in the City Council chamber next Tuesday at 1 p m, at which time Budget Commissioner Charles J. Fox will explain in detail the changes which have been made in departmental forms and the procedure to be followed in preparation of budget estimates for 1934.

Mayor Curley in a communication to heads of departments said: "The salary and wage reductions which were ordered under date of April 21, 1933, are effective until Dec 31, 1933. The Legislative act (Chapter 121 of the Acts of 1933) authorizing these reductions provides that "the Mayor taking office on Jan 1, 1934, may, by executive order, continue in effect" the schedule of reductions now existing. Because it is impossible to predict at this time just what action may be taken by my successor in the office of Mayor, department heads are instructed to prepare two sets of Schedule A forms—one set to reflect the basic cost of departmental personnel, that is, every position to be estimated at the salary and wage rates prevailing before April 21, 1933, and the other set to reflect the reduced cost of departmental personnel, that is, every position at the salary and wage rates now prevailing. In short, departmental heads will be required to prepare three sets of estimate forms for 1934:—one set covering general budget items and two sets covering personnel items.

"While the responsibility for the preparation of the 1934 budget will devolve upon the Mayor taking office on Jan 1, 1934, nevertheless, I feel it incumbent upon me, in view of existing conditions, to point out to department heads the necessity for using the utmost care in the preparation of departmental estimates. Every departmental head should make an individual intensive study of the needs of his department to the end that reductions and savings over the allowances for 1933 may be effected wherever possible.

"In view of the fact that higher prices for equipment, supplies and materials will undoubtedly prevail in 1934, it is desirable that all department heads confer with the superintendent of supplies during the preparation of their estimates to the end that intelligent estimates may be prepared."

TRAVELER 9/7/33

Mayor Hits State Board for Killing Subway Plan

Curley Calls Members Wilful Obstructionists —Declares Attitude Is "Unpatriotic, Un-American

Charges that the state emergency finance board, in rejecting his $8,500,000 Huntington avenue subway project, is wilfully obstructing the program of the federal government and that its statement for such action is unpatriotic and un-American, were made today by Mayor Curley.

DEMANDS RESIGNATION

The mayor assailed the decision of the state board for rejecting the project, and likened the statement to a bulletin from the Boston muncinal research bureau or the Massachusetts Tax Association.

The mayor reiterated his statement that the Governor should demand the resignation of the finance board members "for its wilful obstruction of the program of the federal government." He said there rests upon the Governor the grave responsibility to undo the wrong the board has perpetrated upon the people of Boston.

Further, the mayor expressed the opinion that it is useless to seek the approval of the finance board for any of the other projects on his $23,500,000 pubic works program, which he believed would furnish work for a large number of men.

SAYS REASONS ASININE

The reasons for the board rejecting his program in full, he says, are asinine and almost puerile.

He challenged the claim of the board that the city has been burdened by necessity of large borrowing for welfare relief; that the city of Boston is unable financially to bear the cost of the proposed subway and added that, if Boston is financially unable to carry out such a program, no city in the country has a right to engage in any public works construction program.

The mayor's statement, issued today, follows:

"I have read the statement issued by a majority of the members of the emergency finance board refusing to give its approval so that the city of Boston might secure from the federal government a loan of $5,960,000 and a grant or gift of $2,550,000 for the construction of the Huntington avenue extension of the Boylston street subway. The statement appears to have been dictated by those members of the community who have always opposed progress, initiative and endeavor in Boston, and whose conservative reactionism has been so harmful and obstructing to the city of Boston. It reads like a bulletin from the Boston municipal research bureau or the Massachusetts Tax Association or some other kindred organization whose interests are always detrimental to the welfare of the taxpayers as a group.

SCORES STATEMENT

"No more unpatroitic or un-American statment could have issued from a state tribunal than the one given out by the emergency finance board of this commonwealth in refusing to give its approval to this project which would give work to approximately 300 unfortunate unemployed in our community and which would give relief to the taxpayers of the city by relieving tthe soldiers' relief and public welfare rolls of men who through no fault of their own have been unable to secure employment and who have been compelled to suffer the humiliation of receiving public aid despite the fact that they are responsible and law-abiding citizens of our city.

"The emergency finance board instead of giving the asinine and almost puerile reasons contained in its statement might very well have summarized its refusal by the mere publication of a statement that they disagreed with the President of the United States, that they had no sympathy with the national industrial recovery act and that in their opinion the whole country is wrong in seeking to put men to work and to give them wages.

"My sole object as mayor of the city of Boston was to follow with all reason the program of the President of the United States in helping to bring back as speedily as possible a prosperity that should make the people of this country happier due to a return of profitable employment and improvement in business. Here was presented an opportunity to create a necessary and utilitarian work and at the same time afford an opportunity for employment for large numbers of men. This work would be constructed with prices at a low ebb, together with an opportunity to receive as a part of the Presidents' program a grant of money to alleviate the burden on the taxpayer. But the majority of the emergency finance board, with minds either poisoned by the reactionary interests in the community or with a vision dulled by lack of appreciation of the needs of the time, refuse to cooperate with the President of the United States and other public officials desirous of doing their part in bringing about a successful recovery from the most horrible depression the world has ever known.

REASONS ABSURD

"The reasons given by the emergency finance board for refusing to give its approval are so absurd that they may be readily disposed of.

"First, the board states tha tthe city of Boston has been burdened by the necessity for large borrowings for welfare relief and that the tax rate of the city indicates the burden which has been placed upon the taxpayer. Yet here is an opportunity to relieve the taxpayer of this burden by taking from the rolls the recipients of the dole and giving them an opportunity to produce something of a constructive nature and at the same time restore to them their morale and confidence for a brighter financially [illegible] of the proposed work. Yet all fair-minded people who are conversant with the financial standing of large cities of America readily admit that Boston's financial standing is superior to that of any large city of comparable size in the country. If Boston is financially unable to carry on the program which I, as mayor, have submitted to the emergency finance board for its approval, then no city in the country has the right to embark or engage in any public construction program.

"Again the board in its statement says that there appeared no demand for the construction of the Huntington Avenue extension. Unless the members of the board were asleep at the public hearing they could not have failed to appreciate the great demand on the part not only of the unemployed, veterans, members of people in the district involved, the great charitable, educational and philanthropic institutions in the district through which the extension is proposed to be built but also the growing need for rapid transit improvement as urged by the directors and trustees of the Boston Elevated Railway Company, as well as by legislative mandate, as contained in legislation of 1932 and 1933.

PUTS IT UP TO ELY

"It is indeed discouraging to a public officer endeavoring as I have to give a whole-hearted support to the President of the United States in his endeavor to bring about a recovery of business to be obstructed and opposed by a public tribunal such as the emergency finance board who, without sound reason and with a sole purpose of refusing to cooperate, have rendered it impossible to construct this necessary public work. In my opinion, the Governor of this commonwealth should immediately demand the resignation of this board for its wilful obstruction to the program of the federal government and appoint in their places men of sound judgment who possess a willingness to co-operate and to be constructive rather than destructive. A grave responsibility now rests upon his excellency to undo the wrong that these wilful men have perpetrated upon the people of Boston. For my part it is now useless to seek the approval of these men in any of the other projects indorsed by the city council and submitted by me to the board, if they persist in their present attitude of wilful opposition to the spirit of the NRA and the opportunity for work and wages for the unfortunate members of our society who have suffered altogether too long, due to no fault of their own."

Eliot Wadsworth, president of the Boston Chamber of Commerce, today gave out the following statement commending the state emergency finance board for its action in rejecting the proposed subway:

"The action of the state emergency finance board in rejecting the Huntington avenue subway and placing a limitation of $10,000,000 on Boston's public works program deserves the support of every citizen and taxpayer. The board has courageously saved the city from unwise expenditures at a critical time when every sign points to the need of caution. The subway was an unserviceable proposal to heap an unnecessary additional burden upon the taxpayers under a financial arrangement that was clearly unjust to them.

"The chamber recognizes the desirability of joining in the great national effort to provide employment through public works, but that does not mean that the rule of reason should be discarded. Rejection of the subway does not eliminate the opportunity for creating employment. There is ample opportunity to build up a reasonable program of public works which will give employment, provide necessaary facilities of real benefit to the city and allow full co-operation with the federal administration in its efforts to improve business activities. The action of the board is in every way consistent with the purposes of the National Act."

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be no free now or tramc along Huntington av unless the reservation containing the tracks and poles be removed. Although the Street Commissioners could compel removal of the reservation and bringing of the tracks to street grade, he said this would only partly solve the problem and would cost the Elevated $200,000.

The attitude of the Mayor may mean he will scrap his plans on three projects decided upon yesterday unless he reconsiders his decision. The three projects involve nearly $5,000,000 more and probably would not be considered because of the $10,000,000 limit set by the board.

One plan calls for the extension of the present East Boston rapid transit tunnel from Maverick sq to the rear of the airport at a cost of $3,000,000. Under the plan, if approved, the Boston, Revere Beach & Lynn Railroad would have a terminus at the airport end of the tunnel and discontinue its ferry service.

The other projects are $1,200,000 for development of a strandway in East Boston and $600,000 for widening of Porter st from Day sq to the airport.

It was voted at a conference in the Mayor's office yesterday, before the State Board gave its decision to limit the Boston funds, to ask the City Council next Monday to approve the projects so they could be submitted to the State and Federal emergency committees.

Post

MAYOR LASHES BOARD

Curley Says Refusal of Subway Flaunts President

A demand for the resignation or the removal of the State Emergency Finance Board members was made by Mayor Curley last night, following the board's refusal to approve his proposal for construction of an $8,500,000 subway under Huntington avenue with the assistance of federal funds.

OUT OF TUNE WITH NRA

At the same time the board announced that it would approve federal aid projects for Boston to the amount of only $10,000,000, despite the fact that the Mayor had outlined a programme for the expenditure of $23,500,000 for public works under the National Recovery Act.

Mayor Curley said that if the members of the State board do not resign, he will ask Governor Ely to remove them, because, in the opinion of the Mayor, they are not acting "in sympathy with the President of the United Statets in his great work to restore industrial prosperity to the nation."

Asks Scrutiny of Needy Funds

Chairman Joseph W. Bartlett of the emergency finance board made public a letter which was sent by the board to the Mayor, setting forth the belief that greater scrutiny of welfare expenditures, drastic reductions in real estate valuations, curtailment of unnecessary public services and further reduction in government costs, without the necessity of cutting salaries again, should be put into effect by the city officials.

Chairman Bartlett announced that State Treasurer Charles F. Hurley voted to approve the Huntington avenue plan of the Mayor and that both the treasurer and Daniel F. Doherty of Westfield voted to fix the maximum borrowing of the city at $12,000,000, instead of the $10,000,000 voted by the majority. Mr. Doherty did not vote on the question of approving the Huntington avenue subway.

Fuller Declares Plan Is Out

Governor Ely, who is in New York on an unofficial visit, said last night that he had received no protest from Mayor Curley, and he declined to comment in any way on the controversy between the Mayor and the Emergency Finance Board.

Former Governor Alvan T. Fuller, who is chairman of the Federal Advisory Board on projects within this State, also declined public comment, although he indicated that the Huntington avenue subway proposal is dead so far as he is concerned.

In his letter to Mayor Curley, Chairman Bartlett of the State board declared that he and his associates desire to put veterans with dependents to work promptly, but believe that the Huntington avenue subway extension project does not offer the best way of providing work for unemployed veterans.

1931 Taxes Uncollected

"The welfare expenditures of Boston should have had, and must have in the future, greater scrutiny," said the emergency finance board in its letter to the Mayor.

"Real estate taxes of 1931 remain uncollected, as of Aug. 28, 1933, in the sum of $1,493,579.84. Valuations of real estate must be drastically cut down to present cash values of property, in order that the business men, the home owner and the rent payer be justly treated. The cost of government must be further reduced. This does not mean further reductions in salaries of city employees, who are not now, in general, overpaid. The public must be satisfied with a curtailment in unnecessary public services.

Should Lead to Caution

"In brief, a high tax rate, inability of its citizens to pay the taxes now assessed, a slow recovery of business, Boston's expenditures in its foresight of public works programmes lead us, and should lead the government and citizens of Boston, to caution at the present time."

In refusing approval of the Huntington avenue subway project, the board says specifically:

"Rapid transit for the Elevated is probably in need of improvement. Elevated traffic is substantially decreasing. Huntington avenue traffic is decreasing. Building expansion in the district to be served, looking toward a density of passenger traffic, is not in existence, and the district is not such that any hope for future density of passenger traffic can be held out.

Benefits Brookline Chiefly

"This project means that a large expenditure of public funds will provide rapid transit for a comparatively small number of people, probably substantially aiding the citizens of Brookline, who pay none of the burden. The Elevated directors approve this project as not being disadvantageous to their stockholders. The Commonwealth has done enough for the stockholders of the Elevated Railway.

"Elevated deficits are steadily increasing and being mountingly assessed upon the taxpayer. The taxpayer can not afford this better service for the car-rider. No impressive car-rider or business demand for this project has been presented to this board from the district to be served. The only strong endorsement for the project comes from the governmental end of the city of Boston and from the veteran unemployed.

Duty of Ely to Fire Them

"The veteran unemployed can, in the opinion of this board, be more quickly and in greater numbers, employed for a more reasonable length of time by a different work programme. We disagree with the governmental support in back of the project."

Mayor Curley, in his denunciation of the board's action, said:

"The best service the board could render the Commonwealth and the city would be to immediately resign. Unless they do it, I consider it clearly the duty of the Governor to remove them, since this is no time to continue in a position of responsibility a group of men who refuse to act in sympathy with the President of the United States in his great work to restore industrial prosperity to the nation."

Although he proposed to seek approval of other projects costing over $10,000,000 in addition to the subway job, the Mayor quit the board meeting, explaining "the board made it useless for me to present any other request. Its decision is a great shock to me and will be a shock to 3000 World war veterans who expected to start work in 60 days on the subway job."

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CURLEY THINKS ELY SHOULD OUST BOARD

Mayor Shocked by Rejection of Subway Plan and Cutting His Program to $10,000,000

Disapproval by the State Emergency Finance Board yesterday of the proposal of Mayor Curley for the construction of a Huntington-av subway was contained in a formal communication addressed to the Mayor by the board after the Mayor had been informed orally of the board's attitude.

The Mayor was amazed and asked the reason for the reduction in the program from $20,000,000 to $10,000,000.

"That's all that is warranted," Chairman Joseph W. Bartlett of the State Board declared. He then asked the Mayor if he wanted to reconsider a proposal for an outlay of $5,000,000 for streets and sewers. The Mayor replied, "Under the circumstances I don't feel we can expect justice and see no reason for continuing."

Turns Back on Board

Then, turning his back on the board, the Mayor said, "This is very gratifying news for the unemployed of Boston. I believe that the best thing for this commission to do is to resign. I know of no better service which the board could perform."

Unless the members resigned, the Mayor said later, he considers it the duty of Gov Ely to remove them from office.

Chairman Bartlett said State Treas Hurley, a member of the board, had voted to approve the proposed Huntington-av subway construction, also that State Treas Hurley and Daniel Doherty, a member of the board, had voted to approve a $12,000,000 program. According to Chairman Bartlett Mr Doherty did not vote on the question of approving the subway.

Board's Letter

The board's letter to the Mayor said:

"The Emergency Finance Board does not propose to approve the expenditure of $23,500,000 by the city of Boston under the provisions of the National Industrial Recovery act and of Chapter 366 of the Acts of 1933. It will approve at the present time, an expenditure for public work a sum not exceeding $10,000,000 provided the projects presented meet its approval in accordance with the intent expressed by our State Legislature.

"The Emergency Finance Board desires to put as many veterans with dependents and other persons now unemployed promptly to work in as great numbers as a well designed program will permit. The board feels that the intent of the different acts will be best served if the employment provide extends over the next 12 or 18 months, as the employable men will be gradually absorbed by industry and off the city payroll by that time.

"The 1932 city tax rate, the highest the city has ever imposed, is recurring again in 1933, except as relieved by Chapter 307 of the Acts of 1933, of which the city has taken advantage in anticipating revenue of 1934 and later years provided by the Legislature, by the welfare grants of the Federal Government and of $3,800,000 funds it seeks from an emergency loan to meet welfare needs. The above all in face of municipal economies and decreased receipts. Boston has a mounting tax rate under terriffic welfare expenditures. The city has in the recent past of its own accord undertaken expensive work projects to relieve unemployment, a great deal of which has been done by virtue of borrowed money, which the taxpayers of the future must take care of. The work projects already undertaken have seriously increased Boston's debt burden and by so much have relieved the city from any extraordinary effort on its part now to carry out the spirit and intent of the National Recovery act. As a matter of policy, it does not have to, and as a matter of finances, it should not do so.

Must Cut Valuation

"The welfare expenditures of Boston should have had, and must have in the future, greater scrutiny. Real estate taxes as of 1931 remain uncollected, as of Aug 28, 1933, in the sum of $1,493,579.84. Valuations of real estate must be drastically cut down to present cash values of property, in order that the business man, the home owner and the rent payer be justly treated. The cost of Government must be further reduced. This does not mean further reductions in salaries of city employes, who are not now, in general, overpaid. The public must be satisfied with a curtailment in unnecessary public services. In brief, a high tax rate, inability of its citizens to pay the taxes now assessed, a slow recovery of business, Boston's expenditures in its public works programs lead us and should lead the Government and citizens of Boston to caution at the present time.

"This Board disapproves the Huntington-av subway project presented to it by the City Government. Rapid transit for the Elevated is probably in need of improvement. Elevated traffic is substantially decreasing. Huntington-av traffic is decreasing. Building expansion in the district to be served, looking toward a density of passenger traffic, is not in existence and the district is not such that any hope for future density of passenger traffic can be held out. This project means that a large expenditure of public funds will provide rapid transit for a comparatively small number of people, probably substantially aiding the citizens of Brookline who pay none of the burden. The Elevated directors approve this project, as not being of disadvantage to their stockholders.

"The Commonwealth has done enough for the stockholders of the Elevated Railway. Elevated deficits are steadily increasing and being mountingly assessed upon the taxpayer. The taxpayer cannot now afford this better service for the car rider. No impressive car rider or business demand for this project has been presented to this board from the district to be served. The only strong endorsement for the project comes from the governmental end of the city of Boston and from the veteran unemployed. The veteran unemployed can, in the opinion of this board, be more quickly and in a greater numbers, employed for a more reasonable length of time by a different work program. We disagree with the governmental support in back of the project."

Shock to the Mayor

"The rejection," said Mayor Curley later, "was as great a shock to me as it will prove to be to the unemployed service men of the World War, who to the number of 3000, looked eagerly forward to an opportunity for employment upon this construction project.

"The bland assertion of the chairman of the board that Boston would be limited to $10,000,000 rather than $19,000,000, the limit established by the National Government authorities, was rejected by me for the reason that no single proposition in the entire list as compiled and made public was so meritorious, nor would provide opportunity to a larger number of men than the Huntington-av subway construction work.

"I informed the chairman that his board, having seen fit to reject the Huntington-av subway project, which would provide employment for more than 3000 men and upon which work would start within 60 days provided action by the various bodies created to pass upon these projects was expedited, made it useless for me to present any other request."

The Mayor repeated his assertion that the best service the board could render the Commonwealth and the city would be to resign immediately and added "unless they do, I consider it clearly the duty of the Governor to remove them, since this is no time to continue in a position of responsibility, clothed with powers, a group of men who refuse to act in sympathy with the President of the United States in his great work to restore industrial prosperity in the Nation."

Would Help Traffic

Mayor Curley declared there can

cont

HERALD 9/7/33

act. As a matter of policy, it does not have to, and as a matter of finance, it should not do so.

MUST HAVE GREATER SCRUTINY

The welfare expenditures of Boston should have had, and must have in the future, greater scrutiny. Real estate taxes as of 1931 remain uncollected, as of Aug. 28, 1933, in the sum of $1,493,579.84. Valuations of real estate must be drastically cut down to present cash values of property, in order that the business man, the home owner and the rent payer be justly treated. The cost of government must be further reduced. This does not mean further reductions in salaries of city employees, who are not now, in general, overpaid. The public must be satisfied with a curtailment in unnecessary public services. In brief, a high tax rate, inability of its citizens to pay the taxes now assessed, a slow recovery of business, Boston's expenditures in its foresight of public works programs lead us and should lead the government and citizens of Boston to caution at the present time.

This board disapproves the Huntington avenue subway project presented to it by the city government. Rapid transit for the elevated is probably in need of improvement. Elevated traffic is substantially decreasing. Huntington avenue traffic is decreasing. Building expansion in the district to be served, looking toward a density of passenger traffic, is not in existence and the district is not such that any hope for future density of passenger traffic can be held out. This project means that a large expenditure of public funds will provide rapid transit for a comparatively small number of people, probably substantially aiding the citizens of Brookline who pay none of the burden.

"HAS DONE ENOUGH"

The Elevated directors approve this project, as not being of disadvantage to their stockholders. The commonwealth has done enough for the stockholders of the Elevated railway. Elevated deficits are steadily increasing and being mountingly assessed upon the taxpayer. The taxpayer cannot now afford this better service for the car-rider. No impressive car-rider or business demand for this project has been presented to this board from the district to be served. The only strong endorsement for the project comes from the governmental end of the city of Boston and from the veteran unemployed. The veteran unemployed can, in the opinion of this board, be more quickly and in greater numbers, employed for a more reasonable length of time by a different work program. We disagree with the governmental support in back of the project.

MAYOR CURLEY'S REPLY

Mayor Curley's reply to the board follows in part:

The rejection by the state emergency finance board appointed by His Excellency the Governor, of the proposed Huntington avenue subway, was as great a shock to me as it will prove to be to the unemployed service men of the world war, who, to the number of 3000, looked eagerly forward to an opportunity for employment upon this construction project.

The bland assertion of the chairman of the board that Boston would be limited to $10,000,000, rather than $19,000,000, the limit established by the national government authorities, was rejected by me for the reason that no single proposition in the entire list as compiled and made public was so meritorious, nor would provide opportunity to a larger number of men than the Huntington avenue subway construction work.

I informed the chairman that his board, having seen fit to reject the Huntington avenue subway project, which would provide employment for more than 3000 men and upon which work would start within 60 days provided action by the various bodies created to pass upon these projects was expedited, made it useless for me to present any other request. Section No. 2 of the national recovery act had for its purpose the foundationing of the entire act through providing work on public projects for a large portion of the unemployed of the nation and final approval of the Huntington avenue proposal would in addition to providing work for 3000 of the unemployed result in a reduction of the cost of the operation of soldiers' relief to the extent of more than two millions of dollars.

EFFECT ON DEPENDENTS

The final approval would have reduced the number depending upon the city for existence more than 10,000 and would have added more than $350,000 each month to the purchasing power of the people of Boston, which would be reflected in increased business in every establishment, thereby making a certainty the employment of additional help.

I have no means of determining the reason for the rejection of this project until I receive official notification in writing from the chairman of the emergency finance board. I informed the board when it was announced that the Huntington avenue subway project had been rejected that in my opinion the best service the board could render the commonwealth of Massachusetts and the city of Boston would be to immediately resign and unless they do I consider it clearly the duty of the Governor to remove them since this is no time to continue in a position of responsibility clothed with powers, a group of men who refuse to act in sympathy with the President of the United States in his great work to restore industrial prosperity in the nation."

The mayor's statement then proceeded to give a complete and exhaustive summary of the proposal to extend the subway out under Huntington avenue. He traced its progress in the Legislature and the city council from 1925 up to the present time, citing the new necessity for the relief of traffic congestion caused by the new burden soon to be placed on Huntington avenue by the completion of the Worcester turnpike.

It is possible that Mayor Curley may appeal over the head of the state board directly to Secretary of Interior Ickes, who is in command of the federal public works administration. In resorting to this procedure he would be submitting himself to the possibility of having the cabinet member refer his protest back to former Gov. Fuller's board.

CURLEY PROPOSES EL, REVERE LINE MERGER

Says $3,000,000 Project Should Be Financed Under Recovery Act

A proposal to merge the Boston Elevated and the Boston, Revere Beach & Lynn railroads, at East Boston, embodying the opportunity to speed travel on the narrow gauge road from Lynn was broached yesterday by Mayor Curley as a $3,000,000 project suitable to be financed under the national recovery act. He subsequently declared that he will await developments before asking the state emergency finance board to consider the proposal.

He also suggested the extension and widening of Porter street, East Boston, from Day square to the airport, at an estimated cost of $600,000, and an expenditure of $1,200,000 for the development of an East Boston Strandway.

TRANSCRIPT

Welfare Cases Are Reduced by 1200

Resenting the criticism of the State Emergency Board that Boston's welfare expenditures "should have had and must have greater scrutiny, Executive Director Walter V. McCarthy of the Public Welfare Department, announces that since the inauguration of President Roosevelt's "new deal," 1200 families have been dropped from the relief rolls. There are now 31,298 welfare cases, compared with 32,404 at the peak.

"Boston's record has been outstanding and no biased or disparaging criticism will cause the present administration to change its welfare and relief policies," the welfare director asserted.

He explained that applications for relief are investigated by a force of 200 investigators, banks checked for accounts, cases checked and re-checked, recipients forced to work for their aid, contacts maintained with private agencies to prevent duplication and every possible avenue of investigation followed.

Boston's scale of relief ranging from $4 a week for a single person to a maximum of $15 a week for families of seven or more could not be considered extravagant in view of the marked upward trend of prices, he stated.

Out of their weekly allowances, he said, Boston welfare recipients are required to pay their rent and light bills and purchase their food supplies. To meet the cost of these necessaries of life, families of seven persons or over get $15 a week; six persons, $13; five persons, $12; four persons, $10; three persons, $9; man and wife, $7, and single man or single woman, $4.

HERALD 9/7/33

SUBWAY BARRED; WELFARE COSTS MUST BE CURBED

$20,000,000 Loan Vetoed—Boston May Borrow $10,000,000 on Conditions

DECISION A BLOW; CURLEY ANGERED

Calls on Members to Resign, or Gov. Ely to Remove Them

By W. E. MULLINS

A sharp ultimatum outlining a series of demands for retrenchments in Boston's expenditures and drastic reductions in real estate valuations was delivered to Mayor Curley last night by the state emergency finance board. In a letter explaining its refusal to authorize the construction of the proposed $8,500,000 Huntington avenue subway extension, the board declared that "welfare expenditures of Boston should have had, and must have in the future, greater scrutiny."

The board repeatedly employed the word "must" in laying down its demands that the mayor put the city's finances in order before his administration will be permitted to take advantage of the borrowing provisions of the industrial recovery act.

The mayor had sought authority to spend more than $20,000,000 on an ambitious public works construction program as a means of relieving employment. The board ruled that, if he obeys the ultimatum of its members, the city will be permitted to spend $10,000,000, but no more.

His retort to the refusal to approve the subway extension project was a demand that the members resign from the board. He expressed the opinion that it was now Gov. Ely's clear duty to remove them from office.

Besides the ultimatum for greater scrutiny of welfare expenditures the board's demands for retrenchment in the city's expenditures were contained in the following paragraph of a letter transmitted to him by Samuel Silverman, corporation counsel:

"The welfare expenditures of Boston should have had, and must have in the future, greater scrutiny. Real estate taxes as of 1931 remain uncollected on Aug. 28 in the sum of $1,493,579. Valuations of real estate must be drastically cut down to present cash values of property in order that the business man, the home owner and the rent payer be justly treated. The cost of government must be further reduced. This does not mean further reductions in salaries of city employes."

SCOFFS AT TAX REDUCTION

The board's letter scoffed at the recent reduction announced in the current tax rate. It found the new rate to be substantially as high as last year's record breaking assessment on real estate. The board cited the various avenues of state and federal assistance which have provided the means for the new tax rate reduction.

Directly facing the board members at the State House early in the afternoon when the news of the subway extension refusal first was broken to him, the mayor bluntly told them they should resign immediately because their attitude is out of joint with President Roosevelt's view on relieving the depression. He subsequently declared it to be Gov. Ely's clear duty to remove them.

Located in New York last night, the Governor said he would not comment on the situation until he returned to the State House tomorrow.

Three Democrats and two Republicans compose the membership of the board with which Curley is in conflict. The Democrats are Chairman Joseph W. Bartlett of Newton, State Treasurer Charles F. Hurley of Cambridge and Daniel F. Doherty of Westfield. The Republicans are Director of Accounts Theodore N. Waddell of Winthrop and William B. Coy of Medford.

State Treasurer Hurley voted in favor of the proposed subway extension while Doherty declined to be recorded either way. The other three members voted against it.

The mayor had gone to the State House early in the afternoon to submit additional unemployment relief construction projects to the board for the consideration of its members. He apparently was supremely confident of obtaining the board's approval of the $8,500,000 venture.

Before the mayor could begin an explanation of the new projects for which he was seeking approval Chairman Bartlett delivered the two-fold blow of the rejection of the Huntington avenue project and the decision to limit Boston borrowings to $10,000,000.

ASKS FOR EXPLANATION

The mayor was obviously angered by the news. His face flushed and then immediately turned livid but instead of exploding he calmly asked for an explanation of the position taken by the board. Chairman Bartlett declared that no explanation was required.

After telling the board members he could not expect any justice from them, he refused to submit his new projects. As he picked up his papers and briefcase preparatory to leaving the chamber he said:

"This will be very gratifying news to the unemployed of Boston. I believe that the best thing for this board to do is to resign. I know of no better service which the board could perform."

This decision provides for final rejection of the subway construction. The federal board of public works administrators, of which former Gov. Fuller is chairman, could recommend its construction on a federal grant and loan without requiring state approval; but the federal board previously agreed to co-operate with the state board in all decisions.

Mr. Fuller said yesterday afternoon, when he learned of the decision, that the issue was dead as far as his board was concerned.

In all the criticisms of Mayor Curley's municipal activities that have been provoked during the last three years, none probably has been more extensive or thorough than that forwarded to him by the emergency finance board. The demand that he put the city's finances in order was contained in a letter dictated by Chairman Bartlett and given to Corporation Counsel Silverman to be delivered personally to the mayor.

Mr. Silverman's parting word to the board was a promise that "a reply will be prepared for you gentlemen."

The board's letter to the mayor follows:

The emergency finance board does not propose to approve the expenditure of $23,500,000 by the city of Boston under the provisions of the national industrial recovery act and of chapter 366 of the acts of 1933. It will approve at the present time, as expenditures for public works a sum not exceeding $10,000,000, provided the projects presented meet its approval in accordance with the intent expressed by our state Legislature.

The emergency finance board desires to put as many veterans with dependents and other persons now unemployed promptly to work in as great numbers as a well designed program will permit. The board feels that the intent of the different acts will be best served if the employment provided extends over the next 12 or 18 months, and the employable men gradually absorbed by industry and off the city payroll by that time.

The 1932 city tax rate, the highest the city has ever imposed, is recurring again in 1933, except as relieved by chapter 307 of the acts of 1933, of which the city has taken advantage in anticipating revenue of 1934 and later years as provided by the Legislature, by the welfare grants of the federal government and of $3,800,000 funds it seeks from an emergency loan to meet welfare needs. The above all in face of municipal economies and decreased receipts. Boston has a mounting tax rate under terrific welfare expenditures. The city has in the recent past of its own accord undertaken expensive work projects to relieve unemployment, a great deal of which has been done by virtue of borrowed money, which the taxpayers of the future must take care of. The work projects already undertaken have seriously increased Boston's debt burden and by so much have relieved the city from any extraordinary effort on its part now to carry out the spirit and intent of [illegible]

aut TRANSCRIPT 9/7/33

Globe

the recipients of the dole and giving them an opportunity to produce something of a constructive nature and at the same time restore to them their morale and confidence for a brighter future.

"The board states that Boston is financially unable to bear the burden of the proposed work. Yet, all fair-minded people who are conversant with the financial standing of large cities of America readily admit that Boston's financial standing is superior to that of any large city of comparable size in the country. If Boston is financially unable to carry on the program which I, as mayor, have submitted to the Emergency Finance Board for its approval, then no city in the country has the right to embark or engage in any public construction program.

Tells of Demand for Extension

"Again the board in its statement says that there appeared no demand for the construction of the Huntington avenue extension. Unless the members of the board were asleep at the public hearing they could not have failed to appreciate the great demand on the part not only of the unemployed—veterans, numbers of people in the district involved, the great charitable, educational and philanthropic institutions in the district through which the extension is proposed to be built but also the growing need for rapid transit improvement as urged by the directors and trustees of the Boston Elevated Railway Company, as well as by legislative mandate, as contained in legislation of 1932 and 1933.

"It is indeed discouraging to a public officer, endeavoring as I have to give a whole-hearted support to the President of the United States in his endeavor to bring about a recovery of business to be obstructed and opposed by a public tribunal such as the Emergency Finance Board who without sound reason and with a sole purpose of refusing to co-operate have rendered it impossible to construct this necessary public work.

"In my opinion the governor of this Commonwealth should immediately demand the resignation of this board for its wilful obstruction to the program of the Federal Government and appoint in their places men of sound judgment who possess a willingness to co-operate and to be constructive rather than destructive. A grave responsibility now rests upon His Excellency to undo the wrong that these wilful men have perpetrated upon the people of Boston.

"For my part it is now useless to seek the approval of these men in any of the other projects indorsed by the City Council and submitted by me to the board, if they persist in their present attitude of wilful opposition to the spirit of the NRA and the opportunity for work and wages for the unfortunate members of our society who have suffered altogether too long due to no fault of their own."

"WILFUL OPPOSITION TO N. R. A. PROGRAM"

Curley Attacks Emergency Board's Rejection of Subway Project

The statement issued by a majority of the Emergency Finance Board in rejecting the proposal of Mayor James M. Curley for the construction of the Huntington-av subway brought a tart comment from the Mayor today. He said it appeared to have been dictated by those opposed to progress, initiative and endeavor and reads like a bulletin of the Boston Municipal Research Bureau or Massachusetts Tax Association.

State Commander Daniel J. Doherty of the American Legion called on the Mayor this morning and in the words of the Mayor "consoled me." Mr Doherty said the failure of the plans was a severe blow to unemployed service men. He then invited Mayor Curley to attend the installation of officers tomorrow night at Gardner Auditorium, State House.

"No more unpatriotic or un-American statement could have issued from a State tribunal," said Mayor Curley, "than the one given out by the Emergency Finance Board of this Commonwealth in refusing to give its approval to this project, which would give work to approximately 3000 unfortunate unemployed in our community and which would give relief to the taxpayers of the city by relieving the soldiers' relief and public welfare rolls of men who through no fault of their own have been unable to secure employment and who have been compelled to suffer the humiliation of receiving public aid despite the fact that they are responsible and law-abiding citizens of our city."

He says that the board, instead of giving the reasons contained in its statement, "might very well have summarized its refusal by the mere publication of a statement that they disagreed with the President of the United States, that they had no sympathy with the National Industrial Recovery act, and that in their opinion the whole country is wrong in seeking to put men to work and to give them wages." He goes on to say:

"My sole object as Mayor of the city of Boston was to follow with all reason the program of the President of the United States in helping to bring back as speedily as possible a prosperity that should make the people of this country happier, due to a return of profitable employment and improvement in business.

"Here was presented an opportunity to create a necessary and utilitarian work and at the some time afford an

HERALD

GOOD, VIGOROUS STUFF!

From the underpaid city employe and the owner of a little home to the merchant, trustee or manufacturer who pays taxes on property valued in the millions, all good citizens of Boston will rejoice at the report made yesterday by the state emergency finance board. Specifically it rejects the proposed Huntington avenue subway extension, but it goes farther than a mere refusal.

It tells of our "terrific welfare expenditures." They "should have had and must have in the future greater scrutiny." Valuations must be reduced "drastically." Back taxes must be collected. Expenses must be cut and "this does not mean further reductions in salaries of city employes who are not now, in general, overpaid." Public services must be curtailed. The commonwealth has "done enough for the stockholders of the Elevated railway." Veterans and their dependents and other casuals of the depression must be provided for, but by well-designed projects, not by hit-or-miss undertakings. The board will recommend a maximum expenditure of $10,000,000 provided the projects presented meet its approval in accordance with the intent expressed by our state Legislature. The $23,000,000 program is out of the window.

This is the most encouraging document on city affairs in a long, long period. It voices the doctrines which The Herald has been preaching for several years. There is plenty of evidence that the "easy money" which, it was thought by many, could be had for the asking, will not be available unless the objects on which it is to be spent can be entirely justified. Chairman Joseph W. Bartlett and the members who joined him in his admirable report, have given the community reason for belief that we shall recover our senses and not continue along a path which, if followed, would end in financial ruin.

TRANSCRIPT 9/4/33

Board Backed by Wadsworth in Curley Row

"Courageously Saved City from Unwise Expenditure," Says C. of C. Head

Deserves Citizens' Support, He Asserts

Says Work Can Be Found Otherwise — Mayor Scores Cut

By William F. Furbush

President Eliot Wadsworth of the Boston Chamber of Commerce came to the support of the State Emergency Finance Board today with emphatic commendation of its turning thumbs down on Mayor James M. Curley's ambitious $23.000.000 public works program designed to relieve unemployment.

Coincident with another bitter attack by the mayor on the board and a renewed call upon Governor Ely to demand the board's resignation for sharply rejecting his proposal for a $8,500,000 Huntington avenue subway extension and for shaving his figures from $23,0000,000 down to $10,000,000, President Wadsworth declared that the board has "courageously saved the city from unwise expenditures at a critical time."

With the mayor declaring that the emergency body's position reads "like a bulletin from the Boston Municipal Research Bureau or the Massachusetts Tax Association," and scoring its action as a refusal "to give its approval to this project which would give work to approximately 3000 unfortunate unemployed." Wadsworth asserted that rejection of the subway "does not eliminate the opportunity for creating employment."

Contrary also to the mayor's position that action of the board is out of sympathy with the efforts of President Roosevelt and the N R A in restoring economic equilibrium, Wadsworth asserted that the action of the board is "in every way consistent with the purposes of the National Recovery Act."

In the mayor's view the emergency body's adverse action, which came as a thunderbolt to him yesterday, was "wilful obstruction to the program of the Federal Government" and "a grave responsibility now rests upon his excellency, the governor, to undo the wrong that these wilful men have perpetrated upon the people of Boston."

The mayor, in his new blast at the board, supplementing his criticism in a formal statement last night, brands as "assinine and almost puerile" the reasons assigned by the board for its unfavorable reaction to his $23,000,000 program.

"If Boston," reads the mayor's new attack, "is financially unable to carry on the program which I, as mayor, have submitted to the Emergency Finance Board for its approval, then no city has the right to embark or engage in any public construction program."

For his part, he repeated, "it is now useless to seek the approval of these men in any of the other projects endorsed by the City Council and submitted by me to the board, if they persist in their attitude of wilful opposition to the spirit of the N R A."

In his latest broadside the mayor made only indirect reference to the Emergency Board's observation in which it explained in particular its unfavorable action on the subway extension. The mayor also was silent with relation to the board's statement that the welfare expenditures of Boston "should have had, and must have in the future, greater scrutiny."

Taxpayer Can't Afford It

"Rapid transit for the Elevated," the board observed, "is probably in need of improvement. Elevated traffic is substantially decreasing. Huntington avenue traffic is decreasing. Building expansion in the district to be served, looking toward a density of passenger traffic, is not in existence and the district is not such that any hope for future density of passenger traffic can be held out. . . . The Elevated directors approve this project, as not being of disadvantage to their stockholders. The Commonwealth has done enough for the stockholders of the Elevated railway. Elevated deficits are steadily increasing and being mountingly assessed upon the taxpayer. The taxpayer cannot now afford this better service for the car-rider."

The mayor is not expected to allow his case to rest with his latest statement. As a matter of fact he indicated that he would have something more to say on the subject Thursday when he plans to attend the installation of the new officers of the Massachusetts Department of the American Legion, at Gardner Auditorium in the State House. Daniel J. Doherty, newly elected State commander of the Legion, and his staff called on the mayor at City Hall this morning and received his assurances that he would attend the installation.

Subway Unserviceable Proposal — Wadsworth

The following is the text of the statement issued today by President Eliot Wadsworth of the Boston Chamber of Commerce in commendation of the State Emergency Finance Board's $10,000,000 limitation to Mayor Curley's public works program:

"The action of the State Emergency Finance Board in rejecting the Huntington avenue subway and placing a limitation of $10,000,000 on Boston's public works program deserves the support of every citizen and taxpayer. The board has courageously saved the city from unwise expenditures at a critical time when every sign points to the need of caution.

"The subway was an unserviceable proposal to heap an unnecessary additional burden upon the taxpayers under a financial arrangement that was clearly unjust to them.

"The Chamber recognizes the desirability of joining in the great national effort to provide employment through public works, but that does not mean that the rule of reason should be discarded.

"Rejection of the subway does not eliminate the opportunity for creating employment. There is ample opportunity to build up a reasonable program of public works which will give employment, provide necessary facilities of real benefit to the city and allow full co-operation with the Federal Administration in its efforts to improve business activities.

"The action of the board is in every way consistent with the purposes of the National Recovery Act."

Finance Board's Reasons "Asinine," Says Curley

Mayor James M. Curley today renewed Finance Board in the following prepared statement:

"I have read the statement issued by a majority of the members of the Emergency Finance Board, refusing to give its approval so that the city of Boston might secure from the Federal Government a loan of $5,950,000 and a grant or gift of $2,550,000 for the construction of the Huntington avenue extension of the Boylston street subway. The statement appears to have been dictated by those members of the community who have always opposed progress, initiative and endeavor in Boston and whose conservative reactionism has ben so harmful and obstructing to the city of Boston. It reads like a bulletin from the Boston Municipal Research Bureau, or the Massachusetts Tax Association, or some other kindred organization whose interests are always detrimental to the welfare of the taxpayers as a group.

"No more unpatriotic or un-American statement could have issued from a State tribunal than the one given out by the Emergency Finance Board of this Commonwealth in refusing to give its approval to this project which would give work to approximately 3000 unfortunate unemployed in our community and which would give relief to the taxpayers of the city by relieving the Soldiers' Relief and Public Welfare rolls of men who through no fault of their own have been unable to secure employment and who have been compelled to suffer the humiliation of receiving public aid, despite the fact that they are responsible and law-abiding citizens of our city.

Explains His Object

"The Emergency Finance Board, instead of giving the asinine and almost puerile reasons contained in its statement, might very well have summarized its refusal by the mere publication of a statement that they disagreed with the President of the United States, that they had no sympathy with the Naional Industrial Recovery Act and that in their opinion the whole country is wrong in seeking to put men to work and to give them wages.

"My sole object as mayor of the city of Boston was to follow with all reason the program of the President of the United States in helping to bring back as speedily as posible a prosperity that should make the people of this country happier, due to a return of profitable employment and improvement in business. Here was presented an opportunity to create a necessary and utilitarian work and at the same time afford an opportunity for employment for large numbers of men.

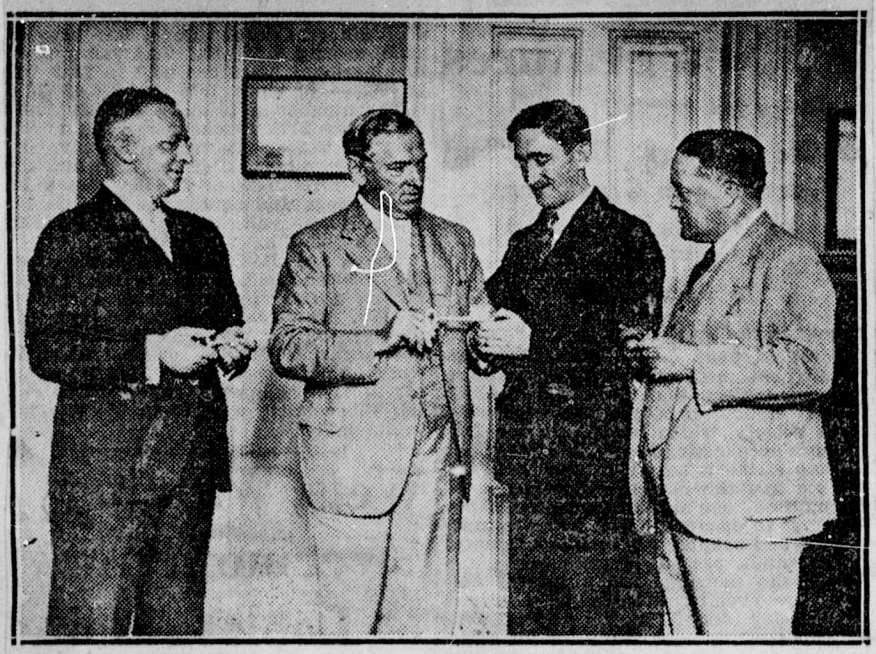
"This work would be constructed with

"The reasons given by the Emergency Finance Board for refusing to give its approval are so absurd that they may be readily disposed of.

"First, the board states that the city of Boston has been burdened by the necessity for large borrowings for welfare relief and that the tax rate of the city indicates the burden which has been placed upon the taxpayer. Yet here is an opportunity to [illegible]

TRANSCRIPT 9/7/33

Backing the Irish Tourist Bureau



(Photo by Frank E. Colby)

Left to Right—P. Galway Foley, Irish Free State Consul; Mayor Curley, J. P. O'Brien, General Manager of the Irish Tourist Association, and Charles C. Dasey, Local Passenger Manager of the Cunard Line

FULL support and co-operation to a plan of the Irish Tourist Association to open an information bureau in Boston was given J. P. O'Brien, general manager of the organization, by Mayor Curley and steamship and tourist representatives when he arrived here today.

Mr. O'Brien said that Irish travel representatives have seen the signs of prosperity in America and are planning to take advantage of it in seeking to attract tourists to Ireland. The site of the Boston office will not be decided upon immediately but will be determined by the board of directors of the tourist association after Mr. O'Brien's return to Ireland. He said that he has selected tentative locations for offices in San Francisco, Chicago and New York, and that Boston was his next obvious call before returning home.

The visitor accompanied by Charles C. Dasey, passenger manager of the Cunard Line at Boston, and P. Galway Foley, Irish Free State consul, were received at City Hall by the mayor. Mr. O'Brien expressed himself as being most pleased with renewing his acquaintance with the mayor, who he said proved himself very popular with the people during a recent visit to Ireland.

Mr. O'Brien explained to the mayor that Irish travel agents now believe that with recent improved conditions of travel throughout the country Ireland is able to offer the tourist more in the way of scenery and sport than other countries abroad. He said that in the last eight years approximately $30,000,000 has been spent in constructing new highways for motoring through the scenic beauty spots. Another thing that Mr. O'Brien thinks might appeal to the American public is that Ireland has not gone in for the thousand-room hotels as have other countries, but has retained the small hotels and inns with their personal touch. Sports are another feature offered the visitor and include horse racing, hunting, grouse shooting, salmon and trout fishing, and these may be enjoyed for a fraction of the cost in other foreign countries, according to the visitor.

Mr. O'Brien said that the sites selected are the main points of the country in the east, central and western areas. The offices will be operated on a non-commercial basis and purely for the purpose of informing tourists of the advantages offered by Ireland.

No Frenzied Spending

Co-operation with the N R A program of new public works does not mean that a city must toss common sense—and millions of dollars—out of the window. The basic principles of prudent finance still survive, and must be respected. That is the clear meaning of the decision given by the State Emergency Finance Board as to Mayor Curley's $23,500,000 list of new city projects which he sought to have ratified for Federal aid. In rejecting the Huntington avenue subway, and in fixing an outside limit of $10,000,000 for all extra expenditures at this time, Chairman Bartlett and his supporting members in the Emergency Finance Board have shown a remarkably clear and firm power of judgment. Eager to assist the national program within the limits of reason, they refuse to let the people of Boston be saddled with a heavy extra burden of debt for the next forty years merely for the sake of temporary and partial unemployment relief at this time.

An especially commendable feature of the board's ruling is its requirement that the city authorities should bring in their list of N R A projects as a complete program, instead of continuing to press the case for each item piecemeal. Only by lining up all the proposals can the comparative merits of the various projects be fairly brought out, and good choices be made of those which are most needed and worthy approval. In this regard the unusually comprehensive brief submitted by the Municipal Research Bureau cannot fail to have given the Finance Board useful assistance. The brief placed potent emphasis on the need of considering the city's plans as a unified whole, and developed the facts in support of common sense and prudent economy with a thoroughness and care that made the document a model of good civic service.

Now the Emergency Finance Board's strong decision has definitely cleared the air. Loyal co-operation with the Federal Government is not to be taken as a general warrant for frenzied spending. The city of Boston and other municipalities throughout the Commonwealth will do well to govern their future applications accordingly.

AMERICAN 9/8/33

HULTMAN ASKS FOR CONRY'S EVICTION

Police-Traffic "War" Breaks Out Anew in in Note to Curley

This apparently being a nice day for it, a new feud was revealed between those two old buddies, Police Commissioner Hultman and Traffic Commissioner Conry—with only a snowstorm missing to make perfect a Hultman foreclosing on the Conry moggidge.

For months now, the two commissioners have been occupying separate offices on the same floor at police headquarters, the sixth, and the police commissioner has never come out openly and said he liked the Conry tenancy.

In fact, there are few persons who believe that Hultman has even whispered to himself that he liked it and there are some daring personages who would even go so far as to say he doesn't like it at all.

A few days ago Hultman wrote to Mayor Curley, the mayor revealed today, suggesting that Conry be moved out of his office by September 15, that the office might be used for police business.

To this the mayor replied that he hoped Hultman would **"defer the ejection of Mr. Conry"** until Curley could submit to the City Council an order for construction of a municipal building to house all the city waif and straggler departments which now have offices here and there in buildings not owned by the city.

Hultman answered in another communiation, suggesting that Conry and the others might be housed in old Police Station 5, East Dedham st., now inhabited chiefly by discouraged rats and slumbering spiders in dormant webs.

A nice place, indeed, for Commissioner Conry of the aethetic tastes and the fine fashions—to whom a misplaced hair is a personal misdemeanor and a dull spot on his can a subject for much concern.

So Curley gave up the battle and will turn the correspondence over to Conry—who knows all the best words and who can fight for himself.

City Owned Houses Guarded in Thefts

At request of Mayor Curley, police today were guarding city-owned houses being razed to make way for Boston's prado in the North End, entrance to the new East Boston tunnel, to prevent further stealing of bathtubs, lighting fixtures, piping and other fittings.

HERALD

CITY TO PAY $223,000 FOR FUEL OIL IN 1934

Contracts for $42,000 Worth of Gasoline Also Signed

In municipal buildings where fuel oil is used, 7,298,000 gallons, which will cost the taxpayers $223,000, will be consumed during the next year, according to the estimates of department heads.

Municipally owned automobiles will consume 452,000 gallons of gasoline at a cost of $42,000 and it is expected that 25,000 gallons of kerosene will be needed in all departments.

The Petroleum Heat & Power Co., received a contract yesterday to furnish 6,732,000 gallons of fuel oil while the Pennsylvania Oil Company will supply 568,000 gallons. The Standard Oil Company of New York received the award for gasoline and kerosene.

GLOBE

HULTMAN WANTS CONRY TO MOVE

Latter Must Leave Police Headquarters by Oct 1

Mayor Curley is in receipt of a request to find new quarters for Traffic Commissioner Joseph A. Conry, who faces eviction from Police Headquarters not later than Oct 1. The original ultimatum from Police Commissioner Eugene C. Hultman was to have the Traffic Commissioner out of the building by Sept 15.

The prospect of Traffic Commissioner Conry being without quarters because of such short notice caused Mayor Curley to plead that the eviction be postponed, at least long enough to allow the Mayor to send an order to the City Council next Monday for permission to purchase a building and move into the building all city departments now occupying quarters not owned by the city.

Commissioner Hultman relented to the extent of staying the proposed eviction until Oct 1, and he made the suggestion that the abandoned Station 5 on East Dedham st was vacant and might be used by Traffic Commissioner Conry.

GLOBE 9/9/33

CONRY MUST GO, SAYS HULTMAN

Needs Traffic Offices at Headquarters

Police Head Sets Date of Oct 1 as Removal Limit

Traffic Commissioner Joseph A. Conry, chronic critic of Police Commissioner Eugene C. Hultman, must take himself and his department out of the Police Headquarters Building by Oct 1 whether he likes it or not—and he apparently does not like it.

The two officials have had their offices on the sixth floor of the Berkeley st building for several years, but their close association physically has resulted in nothing but bickering.

As custodian of the Police Building Commissioner Hultman had the right to say who should be in the building, and he decided he didn't want Conry. For several months he has been making arrangements with Mayor Curley for new offices for Mr Conry and set the date as Sept 15. Mayor Curley asked that the time for leaving be postponed and the new deadline is Oct 1.

Not only that, the police head suggested that the abandoned Police Station 5, on East Dedham st, was vacant and might be used by Mr Conry. This suggestion is appreciated better when it is known that this station has been the bugaboo of police for years and might almost be considered uninhabitable.

Chairman Conry, upon learning of the new developments, wrote another statement yesterday afternoon. He said that if the Traffic Commission offices were removed from Headquarters, it would be difficult to get Mr Hultman to attend as a member inasmuch as he has not been present next door since last January.

Conry referred newspapermen to Euclid to find out what he thought was a fitting description of Hultman. Hultman had no comment, as is customary with him when Conry speaks.

Hultman long ago announced that he wanted to use the Traffic Commission offices for the superintendent's office and even offered to accept the licensing board office instead of the Traffic Commission's. The licensing board decided to stay where it was at 1 Beacon st.

Mr Conry announced that the request for removal will be considered at the regular meeting of the commission next Thursday.

Mr Conry yesterday also invited Mr Hultman to assign Supt Martin King to accompany traffic investigators to the vicinity of Massachusetts General Hospital Monday to view the parking situation. Mr Conry claims automobiles enjoy free parking space in forbidden streets, with the apparent approval of the police.

TRANSCRIPT 9/8/33

Farley on Way Here to Open New Post Office

Leaves Washington This Afternoon — Ceremony Tomorrow

With Postmaster General James A. Farley officiating, the new Federal Building, erected in Postoffice square at a cost of $6,000,000, will be formally dedicated at 10.30 o'clock tomorrow morning.

Mr. Farley left Washington for Boston at 1 P. M. today on the Pennsylvania Railroad. The train is due in New York at 5.30 o'clock, and if Mr. Farley plans to come directly here he can connect with the Gilt Edge leaving there at 6 P. M., and due at the South Station at 11.30.

Tomorrow at 10.15, with a party, Mr. Farley is scheduled to leave the Copley Plaza on the drive downtown. At the Common he will be met by an escort of motorcycle officers and a short parade including about 200 Government officials and department heads, and a number of Legionnaires. The whole column will proceed towards the Post Office, traveling over Beacon street to School, thence to Washington and Water and Post Office square. The dedicatory exercises will be opened by Mgr. Richard B. Haberlin. Judge James M. Morton of the United States Circuit Court of Appeals, to whom a great deal of credit is given for his efforts in securing favor for the erection of the new edifice, will speak. Another speaker will be Ralph Adams Cram, internationally known architect. Franklin C. Hull, consulting engineer, will turn over the keys to Postmaster Hurley.

The exercises, which will be attended by officials of the national, State and municipal governments, will be held on a platform in the Postoffice square. Besides a list of distinguished guests, about 200 heads of governmental departments in this district have been invited. While the exercise platform is being set up this afternoon, several hundred workmen are speeding up the interior work to have it ready for the dedication and the official inspection.

Besides the principal address by Mr. Farley, other notable speakers will include Postmaster William E. Hurley, Governor Joseph B. Ely, Mayor James M. Curley and United States Senators David I. Walsh and Marcus Coolidge. The exercises will consist chiefly of transferring the custody of the building. A representative from the contracting firm of N. P. Severin Company, will turn it over to Postmaster Hurley. Then the entire party will attend a luncheon to Farley at the Boston Chamber of Commerce.

The outdoor program is not expected to last more than an hour. To prevent an ensuing traffic tangle in the financial district, police have been requested to prohibit vehicular parking in Postoffice square from ten tomorrow morning until 12.30 P. M.

The first actual moving of any branch of the Government service into the new building will commence today and continue over the week-end. For the last few days clerks have been packing the 18,000 volumes which have been jammed into cramped quarters of the law library in Young's Hotel. Upon arrival at their new resting place, they will be put in the spacious and well-lighted library on an upper floor on the Devonshire street side.

While a number of offices in the completed building are ready for immediate occupancy, the problem of moving more than forty departments with their tons of equipment is expected to take at least a month. The contract for the job has been awarded and the movers are waiting for word to proceed. The loads to be transferred will include considerable furniture, files and other records and equipment.

Comparatively few departments will be supplied with new equipment. That obvious economical practice will mean that tons and tons of old paraphernalia will be deposited in luxurious surroundings.

It is thought that entire Government service in this district will be completely settled by the middle of October. The length of time required for the moving might be reflected in the fact that the fall term of the United States District Court—not due to convene until the latter part of this month—will open in Young's Hotel.

ELECTING A MAYOR

To the Editor of the Transcript:

It is announced under a date line from one of the Cape towns that a conference had been held to discuss the present mayoralty situation in Boston, and a suggestion was made that the leaders get together, with Governor Ely, Mayor Curley and the chairman of the Democratic City Committee to settle upon a candidate to oppose Malcolm E. Nichols for the office.

If and since the election of a mayor for the city of Boston is supposed to be a non-partisan affair, why should the Democratic leaders work up such a heat over the possible election of Mr. Nichols? Also, since the Democratic leaders have toiled so hard to thwart Mayor Curley in everything he has undertaken in the past few years, or everything they thought he might aspire to, why should they wish to consult with him now and why should he take part in any of their conferences? They only want him when they can use him. Mayor Curley would be wise to observe and preserve the neutrality he has practised to date in this battle. If the voters want Malcolm E. Nichols for mayor, and I, for one, believe they do, no conferences, straw votes or anything else will change them or their wishes.

GEORGE H. JONES

Boston, Sept. 6.

Pierce-Arrow Speed Drive Shown in Film

A motion picture with sound, entitled "The Flight of the Arrow," and showing scenes in the recent high speed test by Ab Jenkins of a Pierce-Arrow stock car, was shown yesterday before 200 persons in the ballroom of the Copley-Plaza Hotel, under the auspices of the Pierce-Arrow Sales Company of Boston.

On a ten-mile circuit on the salt desert west of Salt Lake City, Utah, Jenkins drove continuously, except for brief refueling steps, for 3000 miles, breaking many American and world speed records and averaging 118 miles an hour. The run required a full day and night and part of it was made in rain and a gale.

Both Jenkins and the car were present yesterday. E. J. Corcoran, vice president in charge of sales of the Pierce-Arrow Sales Company of Boston, was in charge of the affair and the factory was represented by T. J. O'Rourke, general sales manager, and William M. Baldwin, director of advertising.

Mayor Curley was one of the guests and made a speech in which he praised the work of Jenkins and the car and stressed the confidence in complete industrial recovery under the Roosevelt banner.

Says Boston Leads in the Tax Returns

City Collector William M. McMorrow, replying to the statement contained in the recent report of the State Emergency Finance Board that there remained in Boston $1,493,579 of uncollected taxes for 1931, declares that the "actual outstanding taxes of that year are but $335,804," and that this amount consists solely of personal property and poll taxes representing only one-half of one per cent of the 1931 warrant.

"Boston's record of collections in recent years compares most favorably with the record of collections in most of the cities of the Commonwealth," the tax collector says.

"The collection of taxes for the year 1932 in the city of Boston has been most gratifying, as contrasted with other cities in the United States. The total tax levy for the year 1932 was $67,582,640, on which there is outstanding or uncollected at the present time $9,699,991.43, which is 14.349 per cent, as gainst a much greater uncollected average in the major cities of the United States.

Atwood Goes Higher in City Service

Joshua Atwood, for seven years division engineer of the paving service, has been promoted by Mayor Curley to deputy commissioner of the public works department. This is a new position and means that upon the retirement of Christopher J. Carven in December, by reason of age, Mr. Atwood will become head of the largest city department, where he has worked forty-four years. He is recognized as one of the foremost authorities on street paving in the country. He lives at 184 Foster street, Brighton.

Curley Wants Harbor Islands Beautified

Washington, Sept. 8 (A.P.)—Robert Fechnec, director of conservation work, has been asked by Mayor James M. Curley of Boston to establish citizens' conservation camps on the islands of Boston Harbor.

Curley recommended that trees and shrubbery be planted on the harbor islands for the beautification of the harbor. A city prison is located on one island and an institution for indigent on another.

HERALD 9/8/33

Postmaster General to Be Principal Speaker at Tomorrow's Exercises—Will Be Tendered Luncheon by Chamber of Commerce

With marching feet and sounding music, Boston tomorrow will dedicate formally its new $6,000,000 postoffice building and at the same time welcome Postmaster-General James A. Farley from Washington.

PRINCIPAL SPEAKER

The parade was decided upon today. Headed by a division of motorcycle police and the army band from Fort Devens, it will form on the Beacon street side of the Common at 10 o'clock. Postmaster-General Farley and his party will leave the Copley-Plaza Hotel at 10:15 and proceed up to Beacon street to meet it.

As soon as they have reached the parade point, the march will begin, and the parade will act as escort to the party, proceeding down Beacon street, through School street, across Washington, to Water street and the new building.

The dedication ceremonies, at which Farley will be the principal speaker, will be held outside the building, in Postoffice square, where an area will be roped off for the rostrum and the crowds that are expected t oattend the formal presentation of the building, long awaited by Bostonians, may look on.

In the parade will be groups of members of the American Legion, about 200 officials and employes in the new building and a fleet of mail trucks.

Other invited speakers will be Gov. Ely, U. S. Senator Walsh, Mayor Curley, Ralph Adams Cram, architect of the building, and Judge James M. Morton, Jr., of the United States circuit court of appeals, who was the original agitator for a new federal building here and whose work and influence is credited with having a large share in securing it. The dedicatory prayer will be offered by the Rt. Rev. Msgr. Richard Haberlin.

LUNCHEON GUEST

The keys of the building, representing the formal dedication, will be handed to Postmaster William E. Hurley by Franklin Hull, consulting engineer, the man who has been in general supervisory charge of the construction for the government since the first stone was turned. From that moment the tall 23-story structure will be under the direct care of the postmaster, as custodian, and his department will occupy the first five floors.

As soon as the dedicatory exercises are ended Postmaster-General Farley will be taken to the 14th floor of the Chamber of Commerce, where he will eb the guest of honor at a special luncheon tendered by the chamber. The luncheon will be open to all business men of Greater Boston. It is slated to begi nat 12:30 P. M. Among the speakers at the luncheon will be President Eliot Wadsworth of the chamber, Gov. Ely, Senator Walsh, Mayor Curley, Postmaster Hurley and Postmaster-General Farley. Special cachets will be presented to all those present at the luncheon, to be cancelled in the new building as mementoes of the occasion.

LAYOUT OF BUILDING

The task of removing all of the 40 federal departments into their new quarters in the building went ahead today. By next Monday most of the moving is expected to be completed and Monday and Tuesday the public will be invited to inspect the building, from the basement to the 22d floor, where the weather bureau sits perched among the clouds.

The first group of floors will be occupied by the postoffice department. Above these, on the sixth and seventh floors, will be the veterans' bureau, headed by Col. William J. Blake. Part of the seventh and all of the eighth floor will house the internal revenue offices. The new division of investigation, which includes the former prohibition bureau, has been assigned to the ninth floor. On the 10th will be the department of naturalization and the passport bureau.

On the 11th floor will be the bankruptcy division of the federal courts and on the 12th the offices of the United States district attorney and his staff and the law library. The national bank examiners will be quartered on the 13th floor and the 14th will be used for records and storage.

The federal courtrooms, the most elaborate part of the building, wainscoted in rich woods and tile, are on the 15th floor. The chambers of the judges and the consultation rooms are on the 16th floor.

The 17th to the 22d floors, called the "penthouse" section of the building, will house the weather bureau, the secret service and the machinery of the building.

TRANSCRIPT

Imagine Joe Conry Working Among Rats!

Imagine the immaculate and meticulous Joseph A. Conry, traffic commissioner, walking into the old abandoned police Station No. 5, East Dedham street, hanging his silk tile on a rusty peg, depositing his gold-topped cane in a rat hole and in his highly polished diction announcing to a group of well wishers that he was ready for business as traffic commissioner at a new stand.

If you had ever heard of this South End station house which for many years was not good enough for policemen, you could not think of Mr. Conry taking up quarters there. You would expect him to resign his $7500 position in an instant if required to do so; and yet this is what his arch enemy, Police Commissioner Eugene C. Hultman, suggests.

Some time ago (during one of those quiet periods in the relations of Mr. Hultman and Mr. Conry) the police commissioner had an idea that he could use Mr. Conry's private office and the hearing room at police headquarters for strictly police purposes. In other words, the new building, supposed to have been planned for twenty-five years in the future, had proved to small with traffic headquarters on the second floor.

Mr. Hultman dictated a letter to Mayor Curley briefly explaining the situation and asked that Mr. Conry move out by the middle of September. The mayor, with his strong sense of humor, realized that the commissioner had pulled a good one on heckler Joe. It was not for the mayor to judge of the inadequacy of the building for police work, and though Joe was reported as delighted at the prospect of moving out of a "disturbing atmosphere," the mayor felt constrained to bid for time.

In very courteous language (which, indeed, carried a barb of sarcasm) his honor asked the commissioner to defer expulsion until Oct. 1 at least, in order that he might communicate with the City Council next Monday on a plan of purchasing or erecting a building to house all city departments that are at present outside of City Hall, which would include the law department, the licensing board and the transit commission. The police commissioner, perhaps realizing the dilemma in which he had placed the mayor, agreed to the delay but suggested that as the old South End police station had been abandoned by the police, it might be swept out and polished up and used by Mr. Conry and his force.

Mr. Hultman said nothing about the distressing odors which infest the building and defy all known methods of science; he did not refer to the bugs of more than fifty-seven varieties which were wont to crawl over the beds of the police at night; he made no mention of the rats, some of them as big as cats, that have held many a field day in the guard room. The building was there and as Mr. Hultman had no further use for it it might be good enough for Mr. Conry.

What Mr. Conry said when informed of the suggestion has not been made known. It was reported that he was closeted with his secretary preparing a blast which might surpass anything on record from his office.

CITY OWED $335,804 IN UNPAID '31 TAXES

McMorrow Challenges Statement of State Board

City Collector William M. McMorrow yesterday challenged the statement of the state emergency finance board that uncollected taxes of 1931 amount to $1,493,579.54 and asserted that the actual outstanding unpaid bills are only $335,804.

McMorrow admitted that virtually the entire difference is carried in tax title accounts. The city holds the claims but McMorrow does not consider them to be unpaid taxes.

In a letter to Mayor Curley he termed the statement of the state board "a gross mis-statement of the actual facts" and in explanation set forth:

> The actual amount of real estate taxes actually unpaid was $1,144,796.76, but under the statute, I, as collector and credited with the collection of that amount, purchased $479,502.94 at the tax sale which was held June 6 and 7 and the balance, $665,293.82 is added under the statutes to previous tax title accounts.
>
> Therefore it is readily seen that the actual outstanding taxes for 1931 amount to only $335,804 and consists of personal and poll taxes only. The amount represents one half of 1 per cent. of the entire 1931 tax warrant, amounting to $62,292,571.61.

McMorrow also reported that uncollected 1932 taxes of a total of $67,582,604 were April 1, $14,454,047 or 21.01 per cent., and Sept. 1 were $9,699,991.43, a reduction to 14.36 per cent.

He submitted to the mayor a table, published many weeks ago, showing the uncollected 1932 taxes of the principle cities of the state with Boston heading the list from the standpoint of the smallest percentage of outstanding taxes. Worcester was at the bottom with $3,780,844 or 32.74 per cent. of the entire 1932 levy unpaid April 1.

Record 9/8/33

CONRY, 'KICKED OUT' BY HULTMAN, REOPENS WAR

Boston's two contrtoversial commissioners—Hultman of police and Conry of traffic—are at it again.

Commr. Hultman, as czar of police headquarters, where Commr. Conry has his present offices, has ordered Mr. Conry to pack up and get out by Sept. 15. Since the two are scarcely on speaking terms, Hultman gave the order through Mayor Curley.

To add insult to injury, when Mayor Curley asked the police commissioner to hold off for a while until suitable quarters could be found for the traffic commissioner, Mr. Hultman suggested he se old police station 5, East Dedham st. The thought of the immaculate Mr. Conry, the caned and spatted former imperial Russian consul, occupying this stamping ground of spiders and vermin, caused Mayor Curley to shudder slightly Then the Mayor asked that the matter be held up until the City Council could act toward acquiring a building to house city employes now occupying offices outside City Hall.

In an appearance later at police headquarters, Conry, all dressed up and cane in hand, let it be known that he did not have much to say before the situation is taken up at a meeting of the traffic commission next Thursday.

However, in a few clipped words, he said it was his belief that if the commission is moved a way, Hultman probably would never be able to attend to his duties as associate commissioner oecause, Conry asserted, Hultman has not attended a meeting since away back in January.

CITY AS SELLER AND PURCHASER

Newton Plan of Disposing of Farm Produce

The city of Newton will soon put into operation a universal plan of selling produce from its 65-acre municipal farm and then buying the same vegetables right back from the purchasers.

In this roundabout manner the city welfare recipients will receive vegetables at little cost to the city. This system was advised when it was deemed impractical for the city to undertake distribution of the crops itself.

The bidders who desire to receive a contract to supply food to the welfare recipients in accordance with the budget plan recently adopted by the welfare department, will have to buy vegetables from the city farm. A crop of 5000 bushels of potatoes, 75 tons of squash, 75 bags of shell beans, and 40 tons of cabbage will be reaped according to Playground Superintendent Ernst Hermann, who has been in charge of the farming project.

Post

"FLIGHT OF ARROW" IS GLORIFIED

Mayor Exalts Famous Pierce-Arrow Drive, Shown in Films

In a ringing speech breathing every confidence in the complete industrial recovery, and achievement of greater records than in the past, Mayor Curley extended a hand of welcome to the 300 persons gathered at the Copley-Plaza Hotel yesterday to witness a sound picture, "The Flight of the Arrow," depicting the famous drive of Ab Jenkins in a Pierce-Arrow car over the Great Salt Desert, 125 miles west of Salt Lake City, Utah.

"NEW DAY HAS DAWNED"

The Mayor congratulated the Pierce Arrow Motor Car Company on its great achievements in the past, classed it as the aristocracy of motordom and an organization that will take its place at the head of the parade of the industrial recovery.

He said, in part: "We have marched from the valley of despair and are on the high roads where there are no stop signs, and high speed ahead. Thanks to that great leader, Franklin Delano Roosevelt, a new day has dawned in the United States. He has given us an opportunity to achieve greater things and it is our duty to take advantage of that opportunity, to do the work, and stand once again in the forefront of the world.

Exalts Work of Jenkins

"The future is entirely in your hands, in your keeping, and it is your duty to take advantage of this, building up not only the business of the Pierce Arrow Motor Car Company, but also the business of the country." He exalted the work of Ab Jenkins, the famous motor driver, and his great work on the Salt Desert, and preached the gospel of good times ahead with everything looking bright and prosperous.

The meeting was planned by the Pierce-Arrow Sales Company of Boston, who had brought to this city Thomas J. O'Rourke, general sales manager; W. M. Baldwin, director of advertising, and Ab Jenkins, the man who holds more speed records than any other living operator. E. J. Corcoran of the home office welcomed the guests and then presented Mayor Curley.

Remarkable Sound Picture

Mr. O'Rourke had a few words to say regarding the Pierce-Arrow organization, which today is standing on its own footing and proposes to continue its high position in the production of fine automobiles. Mr. Baldwin's chief duty was in presenting Ab Jenkins. Then came the sound picture of that drive over the treacherous course on which Ab Jenkins drove 3000 miles in 25½ hours, breaking no less than 66 official records and establishing Pierce-Arrow's stamina, endurance and mechanical perfection. The run was made in temperatures that ran as high as 100 degrees Fahrenheit, and during a two-hour period through a howling 40-mile gale of rain—undisputably the severest test that any car has ever been subjected to.

The picture was replete with many interesting and exciting experiences. Stops for refuelling and the passing of information between the flying car and the pit were faithfully reproduced. The car with which these records were created was exhibited and Ab Jenkins spent an hour in personally telling episodes of the trip and answering many and varied questions relating to this great feat.

Globe

WRECKERS CALL FOR POLICE PROTECTION

Thieves Strip Buildings in North End

Building wreckers are a hardy lot, and when it comes to salvaging they are usually as smart as a sergeant in the A. E. F. However, there comes a time when even a topnotch salvage artist meets his equal or superior.

Yesterday Mayor Curley received a request from the American Building Wrecking Company, which is razing the buildings on Hanover st, Webster av and Unity st, asking that police be sent there to prevent the company losing everything, including the foundations, before the company has time to remove them.

It appears that company officials made a complete inventory of everything in and about the old buildings to be razed. On Tuesday the wreckers arrived. They found that over Labor Day many windows and frames, doors, and lighting fixtures had been removed by parties unknown; also plumbing fixtures, and where it was necessary, pipe was cut. Everything movable, according to the wreckers, had been carried off, reducing the profit on the job.

HERALD 9/8/33

URGES GIFTS TO ELKS FUND

Grand Exalted Ruler Presents $1000 Check for Foundation

CALLS ON GOVERNOR AND MAYOR CURLEY

Addressing officers of the various lodges throughout New England at a meeting at the quarters of the Boston lodge, Stuart street, yesterday afternoon, Walter F. Meier of Seattle, Wash., grand exalted ruler of the Benevolent and Protective Order of Elks, combined an appeal for individual and collective effort in behalf of increased membership with a plea for wholehearted cooperatiion in advancing the work of the Elks' National Foundation.

As the climax to his appeal for unstinting effort in behalf of increased contributions and bequests to the fund of the Elks' National Foundation, Mr. Meier presented a check for $1000 to Past Grand Exalted Ruler John F. Malley, chairman of the national foundation, as his personal contribution to furtherance of its work.

$300,000 NOW RAISED

Meier urged each member to pledge his individual effort to obtain at least one contribution or bequest to the fund during the coming year, either from a member or non-member of the order. He termed the foundation "the greatest humanitarian and charitable institution ever created by a fraternal organization."

Chairman Malley, in accepting the check, expressed the warm appreciation of the members and outlined the foundation's scope of activity. The fund now amounts to $300,000 in cash with an annual income of $15,000, he said, and has also received pledges of $750,000. In addition to providing scholarships, the foundation is contributing substantially to worthy hospitals, institutions for crippled children and an old age fund.

Meier, in urging a concerted effort to bring in new members, declared the campaign should be directed particularly at young men and that liberal concessions should be made to former members compelled to withdraw because of financial stringency.

He called on each lodge to consider seriously the advisability of taking action to provide a special reinstatement fee which would enable former members to regain their standing in the order. Also he urged united support for the initiation class to be held simultaneously in lodges throughout the country on Armistice night. He predicted that 25,000 new members would be admitted to the organization on that occasion.

ASKS NRA SUPPORT

Meier called on every lodge to get solidly behind the President's recovery program "in the interests of everybody and as a means of showing our President our co-operation is not a mere lip service but something of practical help in putting across the industrial and consumer codes."

The grand exalted ruler also described his recent trip to five Elks' lodges in Alaska, made by seaplane.

His program here yesterday included a visit to Mayor Curley at City Hall in the morning, followed by attendance at a luncheon at the Copley Plaza given in his honor by the city of Boston. At the luncheon, Mayor Curley presided and introduced various officials and guests of the order.

At the subsequent meeting at the Boston lodge quarters, district deputies and exalted rulers from virtually all the lodges of New England were in attendance. John J. O'Connor, exalted ruler of Boston lodge, presided and introduced the national head of the order.

Later in the day, Meier called on Gov. Ely at the State House, then accompanied officers of the Boston lodge to the Elks rest at Mt. Hope cemetery, where a memorial wreath was placed at the base of the bronze elk statue standing guard over graves of departed members. Those buried in the lot include Charles A. Vivian, founder of the Elks, in 1868. Officers of the Boston lodge joining with the national head in the brief ceremony included Exalted Ruler O'Connor; Joseph N. Shafer, chaplain; J. Leo O'Brien, esquire; Joseph E. Crossen, past exalted ruler, and Edward D. Larkin, president of the State Elks' Association.

AMERICAN

A Welcome Tax Cut

A Forecast of Better Times

The tax rate of the city of Boston is to be reduced by $2.70 per $1000 of valuation. The assessed valuation of all property within the city is to be reduced in excess of $110,000,000.

As we see these impressive and satisfactory figures, they mean that the taxpayers of Boston will be asked to pay $5,100,000 less in taxes to maintain the ordinary functions of the city than in 1932.

Taxes go down at a time when general business is improving, when employment is more widespread and when the income of the average man and woman is enhanced.

Less money for the tax collector. More money to be poured into the channels of private business.

Taxes drop while the ability of the average man to pay them is on the rise.

Surely the condition is an augury of better times, and the public should receive Mayor Curley's announcement with the same gratification that was evident in his public statement.

The city of Boston, in company with private enterprise and in company with private citizens, has been through a very trying period. The city's receipts from income taxes, gasoline taxes and from all other sources were sorely crippled while extraordinary expenses mounted, including the Elevated deficit and the sum of $12,000,000 annually disbursed for relief of Boston's people in distress.

In the light of this experience, the announcement of tax reduction and valuation reduction is a singular achievement which reflects great credit upon the city management.

The city employes and the school teachers contributed nobly to this result. We can hope that their salaries will be restored to them as general business conditions continue to improve. And we can hope that the city's physical development will be resumed, including the construction of the Huntington Avenue tunnel.

GLOBE

WELCOME NEW HEAD OF ELKS TO BOSTON

Walter F. Meier, newly elected grand exalted ruler of Elks, was officially welcomed to the city yesterday by Mayor Curley and later given a luncheon by city officials at the Copley-Plaza.

Mayor Curley and a group of well-known Elks warmly received the visitor and predicted great things for the order under its new leadership. Among those on the reception committee who attended the dinner were Exalted Ruler John J. Connor, Boston; Mayor John H. Burke, Medford; Grand Trustee Joseph A. Crosson and Past Grand Exalted Ruler John A. Malley.

Globe 9/8/33

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BOSTON'S FEDERAL BUILDING TO BE DEDICATED TOMORROW

Postmaster Gen Farley Will Open $6,000,000 Structure—Senator Walsh, Mayor Curley and Probably Gov Ely Will Also Speak—Departments Start Moving in Today

Craftsmen will give the last polishing touches to the interior of Uncle Sam's new $6,000,000 home in Postoffice sq today, preparatory to simple dedication exercises at 10:30 tomorrow morning.

In these exercises the N. P. Severin Co's spokesman will turn the building over to Postmaster William E. Hurley, who will be its custodian. Postmaster Gen James A. Farley will give the edifice his official benediction. Afterward he will be the guest of honor at a luncheon tendered by the Boston Chamber of Commerce.

Probably present, too, at the dedication exercises will be Gov Ely and certainly Senator Walsh and Mayor Curley. When the Hoover Administration proscrastinated so long about starting construction of the Federal Building it was Mr Curley who threatened to buy a cow and pasture it on the yawning site. Son James Roosevelt will attend, representing the President.

Perhaps 200 Federal and State officeholders, heads of various postal bureaus, and representatives of the contractors who erected the building, will attend the exercises, which are not expected to take much more than one hour. All private automobiles will be barred by the police from parking in Postoffice sq from 10 tomorrow morning until 12:30, on account of the dedication.

The first actual moving of Federal departments begins today. Hundreds of boxes containing the 18,000 volumes of the Federal law library will be moved into the spacious new library on the 12th floor of the new building today and tomorrow.

The library contains many rare volumes, some of them dating back to the 17th century. All day yesterday, in the library's old cramped quarters on the fourth floor of the Young's Hotel Building, packers piled the old tomes into boxes to prepare for today's moving.

It is expected that it will take at least a month to move all the departments into the new building from their present scattered quarters in the city. But it is believed that by the end of October, at the very latest, all 47 departments will be settled in the new building.

Herald

BETTER THAN A SUBWAY

The demise of the Huntington avenue subway project clears the way for immediate construction of underpasses, overpasses, and traffic circles at congested points in the many parts of the city. With far smaller expenditure than the subway called for, more can be accomplished and in much shorter time. Such a program aggressively prosecuted would provide work for a large number of the unemployed. Instead of lamenting over what might have been, why should not all parties serve the public interest by turning promptly to what may be done?

A shining illustration of possibilities may be seen at the Cambridge end of the Harvard bridge, near the Tech buildings. Traffic up and down the Charles on Memorial drive passes under Massachusetts avenue, and traffic across the bridge never knows there is a street intersection there.

Why should we not have something similar at numerous busy crossings in Boston?

Why should not both Charles street and Massachusetts avenue be made easily navigable instead of remaining a hindrance and a vexation to multitudes of busy people every day? Those streets are through routes for cross-town traffic. Everybody uses them who crosses the basin. Instead of long stops at every intersection, it surely must be feasible to separate the street levels and make it easy not only to ride but easy to walk in any of the four directions at such intersections. A little of the engineering ingenuity which has been applied many times to the solution of subway and tunnel problems surely would avail to devise ways and means for the facilitation of traffic at many such points without resort to such expensive constructions as that of a new subway.

The city planning board has plans ready for many such improvements and the metropolitan planning division has plans covering Greater Boston. They are ready for the separation of grades at the Riverway crossing of Huntington avenue. The situation there is already serious. It will become intolerable once the Worcester turnpike is completed and begins to pour a huge volume of additional traffic into Brookline Village just beyond this crossing.

The situation at Huntington and Massachusetts avenues could be relieved by using the reserved strip in the middle of the former for underpass purposes.

The metropolitan board has plans in hand for a circle at the Boston end of the Neponset bridge. The heavy traffic at Blue Hill avenue and Morton street requires relief. A circle should be constructed at the intersection of West Roxbury parkway and Centre street. An overpass is the logical improvement for the Boston end of the Cottage Farm bridge, to carry Commonwealth avenue over the bridge approach. A circle at Forest Hills, possibly a bridge at Gerry's Landing, a circle at Andrew square, these all are sound projects. We ought to investigate and settle once for all whether or not a ramp for pedestrians under Causeway street would untangle one of the most difficult congestion problems in the city. And Dewey square would well repay some liberal expenditures.

The one thing most needful is the will to do. There are plenty of projects for which plans are ready, not one of them an extravagance, all of them rendering the city a permanent improvement, and by starting several at one time a large number of the unemployed could be put to work. Why not?

TRAVELER 9/9/33 POST

SEES SYMBOL OF NEW ERA IN P. O. DEDICATION

Farley Speaks at the Exercises in Post-office Square

Hailed as the symbol of a new era and a milestone marking a transition period in American history as emphatic as the revolution and the civil war, Boston's new 22-story, $6,000,000 post-office and federal building was dedicated today by Postmaster General James A. Farley of Washington.

CROWD JAMS P. O. SQUARE

Ten thousand Bostonians stood jammed in Postoffice square, one eye cast upon the weather and the other on the grandstand where the postmaster general, with two United States senators, James Roosevelt, son of the President, Mayor Curley, Postmaster William E. Hurley, Ralph Adams Cram, the architect, Eliot Wadsworth, president of the chamber of commerce, and other notables sat, taking part in the dedication.

It was 11:45 o'clock when, the speaking over, the halyards of the new post-office flag were placed in Farley's hands by Postmaster Hurley and, while the army band from Fort Devens played the Star Spangled Banner and the thousands of people stood uncovered, the flag was unfurled by the postmaster general, high up on the staff on the north side of the building.

As soon as the ceremony was ended Farley was escorted to the Chamber of Commerce building a block away, where he was honor guest at a luncheon attended by 1000 business men of Greater Boston.

Throughout the hour and a half the dedication of the tall, stately building was in progress the weather man, for whom a new crow's nest has been reserved on the 20th floor, did his part heroically. At 10 o'clock, when the parade of uniformed postal employes and the Postoffice post of the American Legion formed on the Common at Beacon street, it threatened to rain any minute.

The threat was continued throughout the morning, with lowering skies dipping darkly down over the grandstand and just at the moment Postmaster General Farley rose to speak, standing while the band down in front gave him a cobinet officer's salute, a few big drops pattered down, but the rain stopped as soon as he began his address.

PARADE PRECEDES ADDRESS

Farley came to Boston at 8 o'clock this morning, arriving at the Back Bay station. He was met there by a committee of o cials and escorted to the Ritz Carlton.

At 10 o'clock the parade formed on the Beacon street side of the Common, 200 postal employes and officials in gray and the members of the William A. Harrison post of the legion, the post-office employes' post, in dark blue, with their color guard in shining steel helmets.

At 10:15, the postmaster general was escorted up Charles street from the hotel and his car joined in the parade as it began to march down Beacon street, into School street, across Washington to Water street and into Post-office square, led by the army band. There was a resounding cheer as the official party drew into the square and took its place in the centre of the grandstand.

The crowd cheered as Farley, heralding the post office building as a marker of an era of new economic forces, symbolized in the blue eagle of the NRA and adopted as a token of a new spirit of co-operation among the American people, praised President Roosevelt as its "courageous leader," linking him with iLncoln and Wilson as "the Great Humanitarian."

KEY TO PROSPERITY

"The discouraging years which we have passed through," he said, "and from which we are emerging, have taught us a lesson that should be far-reaching in its effects. We have learned that a people 130,000,000 strong, spread over the vast erea of an empire reaching from coast to coast, can anly prosper by a mutual regard of everyone for the rights of everyone else."

Referring to what he called the transition period of history, he added: "Today a peaceful transition is making a victorious onslaught against the forces of selfish interests to the one end that a land of plenty shall provide a plentiful return for every man or woman who is willing to work. The experience of the depression proves that this principle is the only one under which we all can prosper."

But the ceremony was not all paean and peroration. Mayor Curley introduced the lighter vein. Presenting Farley with the keys of the city of Boston, the mayor also added the gift of a useful implement—a bottle opener and corkscrew, to which was attached a pencil.

FARLEY ANSWERS MAYOR

"This key is also useful," Curley said, "and efficient in the removal of caps from bottles and the withdrawal of corks. Mr. Postmaster-General, I hope you will soon have the pleasure of that which accompanies an institution of this character."

Answering the mayor in his own address, Farley said he hoped soon to have the pleasure of using the corkscrew in social conversation and added that the pencil would be useful in noting down the names of deserving Democrats. The crowd laughed at this sally from "Big Jim," the man in whose hands lies the patronage disposal of the present administration.

Postmaster Hurley, opening the dedication ceremony, recalled that Benjamin Franklin, a Boston boy who became the nation's first postmaster-general and who played on the spot where the new building stands, was the "father of the postal system."

The invocation was given by the Rt. Rev. Msgr. Richard S. Haberlin, vicar-chancellor of the Catholic archdiocese of Boston, representing Cardinal O'Connell.

Senator Walsh paid tribute to the postal service and the postal employes in his address. Judge James M. Morton Jr., of the U. S. circuit court of appeals, one of the original instigators of the move for a new postoffice and federal building said the new building was the fruit of an effort which began 20 years ago.

GOVERNOR TO HELP ON MAYORALTY

Conference of Leaders Planned to Unscramble Situation

Following a conference with Governor Ely late yesterday at the Hotel Bellevue, former Mayor Fitzgerald last night announced that he will call a meeting of party leaders next week in an effort to unscramble Boston's free-for-all mayoralty campaign.

SAYS ELY WILL HELP

"The Governor told me that he would be very glad to sit in with Boston's Democratic leaders next week to see if we cannot do something to elect a Democratic Mayor here in the coming election," former Mayor Fitzgerald announced.

He denied reports that he proposed to take the matter up with Postmaster-General Farley while the latter is here. "Of course, not," said the former Mayor. "It would be an insult to the Democrats of Boston to admit that we were not able to take care of the problem. And Farley would not relish being drawn into this purely local fight."

The former Mayor explained that he proposed to invite to the conference Mayor Curley, Collector of the Port Joseph A. Maynard, as chairman of the Democratic State committee; President John W. Newman of the Boston Democratic city committee, and Miss Mary H. Ward, Democratic national committeewoman from Massachusetts.

"We are not with any candidate for Mayor and we are not against any Democratic candidate, but we feel that all those Democratic candidates now in the contest should be willing to relinquish their personal advantages for the benefit of the party and the welfare of the city. We feel that the candidates should be willing to submit to any reasonable plan that would assure the election of a Democratic Mayor for Democratic Boston," said the former Mayor.

He said that the time and place of the proposed conference would be fixed as soon as he can make arrangements with the leaders mentioned.

TRANSCRIPT 9/9/33

Sullivan to Enter Contest for Mayoralty

Decision of West Roxbury Judge Is Expected Next Week

By Forrest P. Hull

Following a series of conferences over the week-end, Judge Michael H. Sullivan, former chairman of the Boston school committee and former chairman of the Finance Commission, is expected to announce his candidacy for mayor in the contest, which his friends characterized today as having entered "the silly stage."

All day yesterday it was thought probable that Judge Sullivan would arrive at his decision today and announce his platform, but there were several matters which needed attention and numerous friends to consult before such a decision could be made public. It was said that one of the determining elements in the judge's favorable attitude was a request by a large number of most responsible citizens of Boston, representing real estate, commercial and professional interests, that he disregard his natural disinclination to make the fight and lead the city out of the confusion engendered by a multiplicity of candidates.

It was on Saturday April 29 that the Transcript referred to Judge Sullivan as "the latest name in the mayoral fight." At that time he was being placed under strong pressure by friends of the Good Government Association and other interests to raise his banner against extravagance at City Hall which, as he was told, has been responsible for the high tax rate.

Judge Collins Also Mentioned

At that time the so-called better element not identified with municipal politics had several possible candidates in mind, among them Judge Walter L. Collins of the Superior Court. Judge Collins was under pressure as strong as that applied to Judge Sullivan, and at one time it was thought that he would consent to run. Senator Henry Parkman, Jr., was another possible candidate who was giving the matter his close attention which he has continued to do almost up to the present time.

It was known that Judge Sullivan had largely dismissed the mayorality from his thought when, during the past week, the appeal was renewed with great vigor. There had been a certain hope that Congressman John W. McCormack would finally consent to run as a compromise candidate, upon whom all elements might readily converge. The congressman spent much time for three weeks conferring with political and business leaders, but gave them little assurance at any stage that he would run.

Gradually the contest as leading citizens saw it, developed into one between Frederick W. Mansfield and Malcolm E. Nichols. Each of these candidates has been developing much headway, as indicated by the readiness with which the nomination papers have been signed and the large volume of support promised them by mail and telephone. Real estate interests and various affiliations of the Boston Chamber of Commerce were much disturbed at the lack of promise in securing another high-grade candidate, with the result that they took matters into their own hands.

The mayoral situation is considered the worst mix-up ever known in the city. What was expected of the so-called Democratic leaders has failed to eventuate. Talk of uniting on a compromise candidate has been hushed, except for the latest statement of former Mayor John F. Fitzgerald today that, with Governor Ely's expressed interest, he will call a meeting of party leaders next week to attempt a solution. Mr. Fitzgerald said he would invite Mayor Curley, Joseph A. Maynard, collector of the port; John W. Newman, president of the Democratic City Committee; and Miss Mary H. Ward, Democratic National committeewoman from Massachusetts.

Would Not Favor Sullivan

From such a conference hardly any politician would expect an agreement, except on men like Congressman McCormack and Douglass. It is certain that Judge Sullivan would stand no show. It could not be expected that Mayor Curley would favor the judge in view of the severe criticism of his previous administration which was continually uttered by the then chairman of the Finance Commission, not only before legislative committees but in special reports. Chairman Newman would not be expected to favor anybody but a tried and true politician, and neither would Maynard or Fitzgerald.

In every respect Judge Sullivan is one of the best qualified men in the city to aspire to the mayoralty. Perhaps nobody outside of the city service knows municipal affairs so thoroughly. Surely, few have so astute a political mind.

It was in 1916 when he first aspired to municipal office in Boston. He was a candidate for the school committee, and the only candidate indorsed by the Public School Association. He was triumphantly elected and throughout his term he was a commanding figure. As chairman, however, he aroused much feeling in the department by opposing the demands of the teachers for an increase in salary, but he was able to accomplish much for the welfare of the schools by his keen insight into educational problems.

On Judge Sullivan's retirement from the school committee many persons thought that he might run for mayor, but he settled down to the practice of law, giving attention as well to his work as assistant judge of the West Roxbury Court.

On March 17, 1920, Governor Coolidge persuaded the judge to accept the chairmanship of the Finance Commission. At the expiration of his term he was reappointed by Governor Cox. In March, 1925, he submitted his resignation to Governor Fuller, having served five years. No previous chairman of the commission had been engaged in more municipal investigations or had excited such fiery controversies with city officials.

Fight Against Curley

The Curley administration had hardly taken office in January, 1922, when Judge Sullivan went before the legislative committee on municipal affairs and charged that the city had illegally paid bills during the last twenty-eight years amounting to $3,000,000 and possibly $6,000,000 because of the faulty system in the city auditor's office. Later he charged before the same committee that the city had assessed taxpayers $4,500,000 more than necessary. The next great battle came over the widening of Court and Cambridge streets, which was folowed by a lengthy investigation into tax abatements.

When Judge Sullivan resigned from the Finance Commission, in order that he might recoup his law practice, he was again talked of as a candidate for mayor. There was a feeling among his friends that he would have entered the contest of 1925 if the field had not been so extensive. His knowledge of the school department made him a logical choice as member of the commission of which former President Lowell of Harvard was a member to investigate the school department. Following that service he served in the constitutional convention.

Judge Sullivan was born in Granville Sept. 15, 1874 and was graduated from the Westfield High School. Later he was graduated at the Westfield State Normal School, where he became a teacher. In 1900 he was graduated from the Boston University Law School, after sixteen months of study. It was in 1909 that he became a special justice of the West Roxbury court.

Globe 9/9/33

DEDICATE U. S. BUILDING TODAY

Postmaster General to Be Principal Speaker

Postmaster General James A. Farley, President Roosevelt's campaign manager and patronage dispenser, will be the guest of honor and principal speaker this forenoon at dedication exercises of the Federal Government's new 22-story, $6,000,000 structure on Postoffice sq, henceforth to stand as a Boston landmark, "the Federal Building."

Some 43 Federal departments, now scattered in various quarters throughout the city, will be transferred to the new building as rapidly as possible. It is expected that the 7000-odd employes of these departments will be settled there by the end of September. The exercises today will mark the turning over of the building to Postmaster William E. Hurley by the Government engineers.

Parade From Common

A parade from the Common, starting at 10:15 and proceeding to the new Federal Building through Beacon, School, Washington and Water sts, will precede the exercises, which are scheduled to begin as close to 10:30 o'clock as possible. Msgr Richard B. Haberlin will deliver the invocation. Brief speeches will be delivered by Postmaster General Farley, Senator David I. Walsh, Gov Joseph B. Ely, Judge James M. Morton of the United States Circuit Court of Appeals, Mayor James M. Curley, and architect Ralph Adams Cram, who designed the building.

Postmaster Hurley, who will preside, will be given the keys to the building, as custodian, by Franklin M. Hull, Government consulting engineer.

Inspection of Building

Some time before luncheon, if there is time, after, if there is not, the distinguished visitors will make inspection of the building.

Unless some unexpected change in plans is made the general public will be permitted Monday and Tuesday to see the most pretentious structure ever erected by the Federal Government in New England.

The Boston Chamber of Commerce, which is assisting at the dedication ceremonies, has arranged a testimonial luncheon for Postmaster General Farley. More than 1000 guests are expected to fill the large dining room on the 14th floor of the Chamber of Commerce Building, and millions will hear the speeches of the guests by means of a Nation-wide broadcast over the two major networks. The speeches will be broadcast locally by Stations WBZ and WNAC.

Eliot Wadsworth, president of the Chamber of Commerce, will preside. Gov Ely, Senator Walsh, Mayor Curley, Postmaster Hurley and Postmaster General Farley will speak.

A feature of the luncheon will be the distribution to the guests of a special cachet, the first pieces of mail cancelled at the new Postoffice in the building. The actual opening of postal service in the new quarters on the first five floors of the building will not begin for 10 days.

Post

CONRY RAPS HULTMAN'S ABSENCES

Not at One Traffic Session in Months, He Declares

Hitting back at Police Commissioner Hultman because of the latter's demand on Mayor Curley that the traffic commission offices be removed from police headquarters, Chairman Joseph A. Conry of the traffic commission last night charged that Hultman had failed to attend a traffic commission meeting since last January, although a member of the commission.

HULTMAN SILENT

Referring reporters to Euclid to find what he thought was a fitting description of Hultman, Conry stated that he regretted a separation of the two departments, which would make it even more difficult for Hultman to get to the meetings.

Hultman, when asked what comment he had to make on the request that the traffic commission be removed as quickly as possible from police headquarters, stated that his letters to Mayor Curley spoke for themselves and that he had nothing further to say.

For many months Hultman has been dickering with Mayor Curley to get rid of the traffic commission, which occupies about two-thirds of the sixth floor at police headquarters. He offered to accept the Boston Licensing Board at headquarters instead of the traffic commission, but the licensing board after looking over the premises failed to agree to move from their present location at 1 Beacon street.

Started Months Ago

Many months ago, at the time he first asked Mayor Curley to take the Traffic Commission from headquarters, Hultman announced that he intended to place the office of the superintendent of police in the offices next to his own on the sixth floor, now occupied by the Traffic Commission. He contends that the office of the superintendent should be next to his own, instead of on the first floor.

Members of the Traffic Commission, when informed that they would probably be in new quarters, possibly the old East Dedham street police station, which Hultman suggested to the Mayor would be a good place for them, were unanimous that if they were moved they would prefer the old station to going back to City Hall.

Commissioner Conry in his written statement, issued last night, said: "The police commissioner, under the law, is custodian of the building. The request made to his Honor the Mayor for the space now occupied by the traffic commission will be considered at the regular meeting of the traffic commission Thursday.

Mayor Advises Delay

"It will be a matter of regret if the traffic commission takes up quarters far removed from the police commissioner's office. He has found himself unable to attend a meeting of the traffic commission since last January and if greater distance separated the two departments it would be more difficult for the police commissioner to perform his duty as an associate member of the traffic commission."

A month ago Hultman wrote to Mayor Curley asking for the removal of the traffic commission as the space was needed by the police department. Mayor Curley in reply asked that the matter be held in abeyance until Oct. 1, when it was hoped to have all outside city departments housed in a downtown building.

Replying to this letter Hultman showed a disposition to co-operate, but suggested that the old East Dedham street police station would be a suitable place for the traffic commission.

Commissioner Hultman under the law creating his commission has full power over police buildings and could summarily demand that the traffic commission move its furniture from the premises.

DISBARRED IN 1922

Coakley a Stormy Petrel in Politics Here for Many Years

Daniel H. Coakley was disbarred in the supreme court on April 22, 1922, by the late Justice Charles F. Jenney on a complaint filed by the Boston Bar Association on the basis of disclosures in the trial and removal from office of former Dist.-Atty. Nathan A. Tufts of Middlesex county.

In the disbarment proceedings he was charged with having capitalized his reputed influence with Tufts and the late Joseph C. Pelletier, then district attorney of Suffolk county, by obtaining large fees for service in preventing criminal proceedings and effecting settlements of cases through threats of prosecution.

Directly he was accused of having entered into a conspiracy to obtain the commission of a crime by one Capt. Charles E. Stearns so that Mrs. Stearns might obtain a divorce. The disbarment proceedings were largely based on this case and the supreme court recognized it as sufficient for his disbarment.

From his earliest days he was a militant Democrat and a stormy petrel of politics. He served in the Legislature from his native city of Cambridge but his greatest political battles were staged here in Boston where he has twice been a candidate for mayor.

At one time closely associated in politics with Mayor Curley, they subsequently [illegible]

HERALD 9/9/33 TRANSCRIPT

DEDICATE U. S. BUILDING TODAY

Farley, Ely and Curley to Speak at Ceremony in Postoffice Square

By RICHARD O. BOYER

Forty-three units of the federal government in Boston which have a personnel of more than 1000 and now work in 12 different structures, will move into the new $6,000,000 postoffice and federal building in Post Office square after a parade and dedicatory exercises today. The principal speakers will be Postmaster-General James A. Farley, who arrives from Washington at 8 A. M., today, Gov. Ely and Mayor Curley.

The ceremonies will be held at 10:30 A. M. before the entrance of the huge building of modernistic architecture with perpendicular lines shooting upward for 22 stories, making it the tallest building in Boston save for the Custom House. The parade will start from the Beacon street side of the Common and end at the new building, constructed principally of gray granite, every line of which draws the gaze upward. So severely modern is the building in style, that its architecture seems almost to approach the utilitarian qualities of the functionalist school.

OPEN TO PUBLIC MONDAY

The building will be opened to the inspection of the public Monday and Tuesday. It is expected that a month will elapse before all the varied departments of the government here can move into it.

The interior of the new building, designed by Ralph Adams Cram, is even more noteworthy than its exterior. Its seven courtrooms styled modernistically, depart radically from the appearance of the traditional courtroom and almost resemble stage props in a Theatre Guild drama of the courts. One of them, for example, has four gold-grilled "gates" behind the judge's bench and before the windows and all of them, straight-lined, severe, yet pleasing, are as modern as the stream lines of an airplane.

Postmaster-General Farley, patronage adviser to the President and organizing genius of the Democratic party, will be escorted by a detail of police to the Ritz-Carlton Hotel after his arrival at the Back Bay station. Farley will travel over a police-lined route to the new postoffice at 10 A. M., being joined at Tremont and Beacon streets by an escort of 300 uniformed postal workers, a fleet of mail trucks, a military band from Fort Devens, and units of the American Legion. The parade will proceed along School street, Washington and Water streets to the postoffice.

Other speakers at the ceremony will include U. S. Senator Walsh, Mr. Cram, the architect; Judge James M. Morton, Jr., of the United States circuit court of appeals and Postmaster William E. Hurley, who will receive the keys to the structure from Franklin M. Hull, consulting engineer, who has been in charge during the past two years of the building's construction. The Rt. Rev. Mgr. Richard Haberlin will offer the dedicatory prayer.

GUEST OF HONOR

After the dedication, Postmaster-General Farley will be the guest of honor at a luncheon at the chamber of commerce over which Eliot Wadsworth, president of the chamber, will preside.

There is scarce a curved line in the entire structure, and yet such is the pleasing balance obtained in the interior architecture that the effect is strikingly harmonious. Marbles, many of them warm in color, have been used throughout and the courtrooms and judges' chambers are panelled in American black walnut. The courtrooms, although the lines composing them are dignified and emphasize the horizontal in creating judges' and clerks' benches, approach the sumptuous. Instead of a railing dividing the space reserved for procedure from the audience, there are plush ropes, maroon in hue, which hang between posts of bronze and resemble those used in palaces of the cinema.

SPACE APPORTIONED

In general the new building will be apportioned as follows, at least as far as is now known: The first five floors will contain the postoffice department; the sixth, the Veterans' Bureau; the seventh, the department of internal revenue; the 11th, the United States district attorney and his assistants; the 12th, five of the courtrooms; the 13th, the United States employment service and bank examiners; the 14th will be used for storage; the 15th will contain two of the new courtrooms; the 16th will contain the chambers of federal judges; the 17th will be the headquarters of the 94th division; the 19th will quarter the weather bureau, and the 20th the secret service bureau. Other assignments of space have not yet been made.

As to the units moving in, there are 19 from the ancient Young's Hotel building which has been serving as a federal building. They are:

Bureau of roads, weather bureau, employes compensation commission, United States attorney, clerk of the circuit court of appeals, clerk of the federal district court, United States commissioner, judges of the circuit court of appeals, judges of the district court of appeals, library of the United States courts, the United States marshal, the United States probation officer, the naturalization examiner, re-employment service, postal inspectors, railway mail, narcotic agent in charge, secret service, referee in bankruptcy for Suffolk county, and the custodian.

Farley Guest of Chamber of Commerce

Postmaster General of United States Introduced to Business Men by Eliot Wadsworth

Business and manufacturing Boston assembled at the Chamber of Commerce today for the luncheon tendered Postmaster General James A. Farley at the conclusion of the exercises dedicating the new Federal building in Post Office Square.

Eliot Wadsworth, president of the chamber, presided and introduced the chamber's guest.

Fulfillment of Hope at Twenty Years

"Our new Post Office represents the fulfillment of the hopes of twenty years," said Eliot Wadsworth. "The Boston Chamber of Commerce in co-operation with many interested organizations, with city and State officials and the Massachusetts delegation in Congress, have worked steadily and aggressively to obtain this much needed community facility.

"It is a typical example of what can be accomplished when everybody pulls together. Unique in architecture, graceful in line, this magnificent building will serve as a center for the Federal activities in the Boston Metropolitan District.

"The Boston Chamber of Commerce is happy for the opportunity of acting with our postmaster, Mr. Hurley, as hosts to a distinguished guest—the Postmaster General of the United States. I need say little about him to this audience; but we greet him as a great leader in political life who is now proving himself an efficient, economic and practical public administrator.

"In the movement to repeal the Eighteenth Amendment before Christmas, his voice has been raised in every section of the country with unfailing success. He is expending his tremendous energy and unusual organizing ability in building up the postal service of the United States and furthering the aims of our great leader in this time of distress, the President of the United States Franklin D. Roosevelt." Seated at the head table were the following: M. D. Liming, secretary, Boston Chamber of Commerce; E. C. Mansfield, former postmaster of Boston; Charles R. Gow, former postmaster for Boston; Edith Nourse Rogers, congresswoman from this State; Congressman Arthur D. Healey of Somerville; L. W. Roberts, Jr., assistant secretary of the treasury; Judge Emil Fuchs, president of the Boston National League Baseball Company; Major General Fox Conner; Collector of Customs Joseph A. Maynard; Postmaster Hurley; Governor Ely; Eliot Wadsworth, president of the Chamber of Commerce; Postmaster Farley, Judge Morton, Mayor Curley, Joseph P. Carney, collector of internal revenue; Rear Admiral Henry H. Howe, commandant of the Boston Navy Yard; Edward J. Frost, vice president of the Boston Chamber of Commerce; Congressmen John J. Douglass and John W. McCormack, James Roosevelt, former Mayor John F. Fitzgerald, K. P. Aldrich, chief postal inspector for the United States and A. [illegible]

RECORD 9/9/33

RECORD'S POLL DESERVES PUBLIC SUPPORT--CURLEY

Mayor James M. Curley voiced yesterday his high approval of the Straw Vote now being conducted by the Daily Record on the numerous Democratic mayoralty candidates.

The straw ballot, the mayor said, is "deserving of public support." He condemned the so-called non-partisan system of electing the mayor of Boston as confusing the voters and depriving the majority Democratic party in the city of its rightful privilege of electing a representative of its party, as happened eight years ago. The mayor's statement was as follows:

Mayor Curley

"The movement inaugurated by the Boston Daily Record, namely, a straw ballot canvas of the Democratic voters of Boston for the purpose of determining who in the opinion of the majority of the Democratic voters of Democratic Boston should be supported for the office of mayor upon election day in November, is deserving of public support.

"ABUSE OF PRIVILEGE"

"No more flagrant abuse of power and privilege is to be found in any country in the world than the abuse of both, as exemplified by the majority party in Massachusetts.

"Democratic Boston is singled out as a city in which the intelligence of the people is insulted through a farcical so-called system of non-partisanship, created solely for the purpose of confusing the electorate and depriving the majority party of the privilege of electing a representative of that party as chief executive of the city.

"There is no justification for the continuance of this system of deceit and chicanery through which minority representation in the office of mayor is perpetuated.

"CLOAK OF HYPOCRISY"

"The straw ballot will serve a most useful purpose in directing public attention to the atrocious and unpardonable system which an audacious majority in the Commonwealth, under a cloak of hypocrisy, has created under the alluring and soothing title of non-partisanism for the purpose of exalting mediocrity to the office of mayor.

"There is sufficient talent and timber among the democracy to serve with honor and distinction in the office of mayor, provided they will concentrate upon one candidate, and this should be possible as a result of the straw ballot."

HERALD

YOUNG'S HOTEL MAY BE BOUGHT BY CITY

Would House Departments Paying $75,000 Now in Rents

As predicted in The Herald some months ago the city of Boston is consiedring the purchase of Young's hotel for the housing of city departments which are now paying $75,000 a year in rents.

Federal government departments which have been at the hotel are being moved to the new federal building.

Mayor Curley has conferred with officers of the Young's Hotel Realty Corporation concerning the purchase of the hotel building. The corporation will hold a meeting to fix a price today.

Young's Hotel is assessed at $1,300,000.

POST

CITY MAY BUY HOTEL PROPERTY

To Get Price Today for Purchase of Young's

Purchase of Young's Hotel building by the city to provide quarters for a number of city departments which are now paying over $75,000 a year for rent in private buildings is being considered by Mayor Curley, it was learned last night.

While the federal government was moving its furniture and fixtures yesterday from Young's to the new post-office building, the Mayor was seeking to drive a bargain for the purchase of the hotel building opposite City Hall Annex.

He conferred with William J. McDonald and other representatives of the Y. H. Realty Corporation, owners of the Young's Hotel building, and they promised to hold a meeting and submit a price today. Winthrop R. Scudder is president, and Bernard Goldfine, treasurer.

The city has $1,700,000 available within its debt limit, and part of this could be used for the purchase of the Young's property, which is assessed at $1,300,000.

Must Obtain Approval

To conclude the deal it would be necessary for the Mayor to obtain the approval of the City Council of a loan order sufficient to meet the purchase price, and also the cost of remodelling the interior for city purposes.

Should the property be purchased the building would be used by the Traffic Commission, which now occupies part of the police headquarters building at Berkeley street, the law department, which has a floor in the Lawyers' building; the school buildings department, which has another floor in the Lawyers' building at 11 Beacon street; the Transit Commission, and the Boston Licensing Board, both of which are now at 1 Beacon street.

Purchased Year Ago

The property has been under the present ownership for a little more than a year, the deeds passing Aug. 26, 1932. It was then acquired by the Fifty Associates, one of the largest owners of real estate in Boston, in a deal involving the Province building as well. The total transaction involved $4,000,000 with no signed agreements until the deeds were filed at the court house.

The Young's Hotel Realty Corporation was formed by the Fifty Associates to operate the property. Its officers are also officers of the Fifty Associates.

AMERICAN 9/9/33

Boston Dream Fulfilled -:- By New Federal Building

POSTMASTER GEN. FARLEY

SENATOR WALSH

MAYOR CURLEY

Boston's new $6,000,000 postoffice was formally dedicated today by Postmaster-General James A. Farley and the keys given over to Postmaster William E. Hurley. Democratic political notables from all over New England flocked to the dedication. Along with the Postmaster-General on the platform upon which the exercises took place are Senator David I. Walsh and Mayor Curley. (Boston American photo.)

9 AMERICAN 9/9/33

MANY NOTABLES AT IMPRESSIVE EXERCISES

Throng Hears Gov. Ely Mayor Curley and Judge Morton

Boston's new $6,000,000 postoffice building was dedicated today by Postmaster General James A. Farley in the presence of Gov. Ely, Mayor Curley and a host of local and national leaders.

Brief but impressive exercises marked the fulfillment of a two-year dream, when Franklin M. Hull, government engineer, handed over the keys of the building to Postmaster William E. Hurley.

BARS POLITICAL TALK

Farley arrived in Boston for the dedication at 6:45 from New York, and was met at South Station by Postmaster Hurley, who escorted him and his companion, Charles S. Hand, to the Ritz-Carlton.

Neither Mayor Curley, Gov. Ely nor any of the other state politicians were on hand to greet Farley at the station. To newspaper men whom he interviewed before breakfast, he said he had nothing whatever to say on federal patronage.

"I am here to dedicate the new federal building," he said, "not to hand out federal jobs."

He refused to either confirm or deny that Mayor John J. Murphy of Somerville had been offered the post of U. S. marshal in Boston.

Not long after he reached his suite Farley's visitors, led by Mayor Curley, began to pour in. Curley was accompanied by Traffic Commissioner Joseph Conry. James Roosevelt soon joined the party, followed by Judge Emil Fuchs, owner of the Braves; Joseph A. Maynard, collector of the port and chairman of the Democratic state committee. Senator David I. Walsh arrived just as the party was about to proceed to the postoffice. Daniel Coakley, accompanied by Judge W. R. Pattangall of Maine, also called on Farley.

"BUY NOW" PRAISED

Before leaving for the dedication, Farley spoke of the National Recovery Act, and praised the "Buy in September" campaign now being carried on throughout the country by the Hearst papers.

When informed that "Buy Day," sponsored by the Boston Evening American and the Sunday Advertiser would be held next Wednesday with enrollment of nearly 200,000 children under the NRA banner and a big parade, Farley said:

"I think the idea is wonderful. It will help teach the public the most important lesson of the entire NRA campaign, namely, that consumers must buy, and must buy now, if they themselves hope to benefit by the NRA."

ELY AND CURLEY SPEAK

Escorted by a detail of police, and joined by a delegation of postoffice workers at Beacon and Park sts., Farley drove to the new federal building.

At 10:30, the dedication exercises were formally opened, with an invocation offered by Mgr. Richard J. Haberlin, vicar-general of the Archdiocese of Boston.

Brief addresses by Mayor Curley, Gov. Ely, Judge James Morton of the U. S. circuit court and Relph Adams Cram, who designed the 22-story structure, followed.

Farley opened his address by paying his respects to the Commonwealth and to the city. He then praised the Massachusetts senators and congressmen whose efforts made the new building possible.

WAR ON DEPRESSION

"In dedicating this structure," he said, "I want to emphasize that it should stand as the center of federal activities in your midst.

"We have learned that a people, 130,000,000 strong, spread over the vast area of an empire reaching from coast to coast, can only prosper by mutual regard of everyone for the rights of everyone else.

"Joined together now under the NRA, we are marshalling our forces in a war against depression and for permanent prosperity."

Following the dedication exercises, Farley was the principal guest at a luncheon tendered by the Boston Chamber of Commerce.

SEES MAINE WET

Farley will leave Boston for Portland at 6:30 p. m., where he will address a meeting at the city auditorium, sponsored by the United Repeal Association.

Speaking of repeal, Farley said he was confident that Maine would vote for repeal on Monday, and that the necessary 36 states would have ratified the 21st amendment wiping out prohibition by Nov. 7.

"In fact, I don't think a single state will be found opposed to repeal," he said.

'BUY DAY' DRIVE IS BACKED BY CARDINAL

Directs the Parochial School Children Join in Blue Eagle Pledge

Cardinal O'Connell today endorsed the NRA BUY DAY observances to be held next Wednesday, Sept. 13, and directed that 35,000 Boston parochial school children join those of public schools in pledging allegiance to the Blue Eagle.

At the same time arrangements were completed for radio broadcast of the demonstration over Radio Station WAAB, and Columbia Broadcasting officials were working on plans for a coast-to-coast hookup.

MAYOR TO GIVE OATH

This spectacle of the youth of the city taking their pledge to support the NRA, to "Buy in September" and to "Buy American" will take place on Boston Common at 2 o'clock in the afternoon of Sept. 13. Mayor James M. Curley will explain the aims of the Blue Eagle drive, the part that the children of a nation play in it and then will lead the massed thousands of youngsters in their Blue Eagle pledge.

Already the public school children had been called to the Common, and Mayor Curley proclaimed a half-holiday in all city departments, but the patriotic act of His Eminence the Cardinal, climaxed the plans for the children's part in this stirring spectacle of patriotism.

This demonstration on Boston Common follows a morning program in all Boston schools, both public and parochial, at which "Blue Eagle Primers," telling the story of the NRA and the BUY drive, will be distributed to the children.

BIG PARADE PLANNED

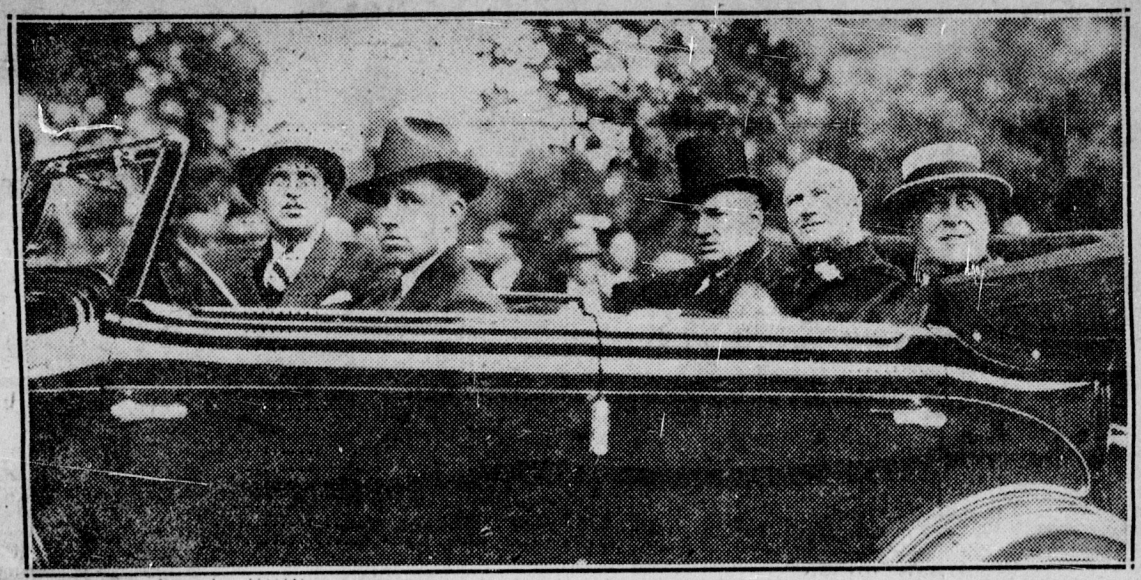
These "Blue Eagle Primers" were complied by the Boston Evening American-Boston Sunday Advertiser sponsors of the NRA BUY DAY, and offered as the contribution of these newspapers on this patriotic occasion.

The "Over the Top" parade, comprising civic, military, trade and other organizations starts at Clarendon and Tremont sts. at 3 o'clock and follows the route of the annual school cadet parade.

Floats, marchers and bands will form this mighty bayonet [illegible]

Globe 9/9/33

NOTABLES IN P. O. DEDICATION PARADE



FRONT SEAT AT LEFT—JAMES ROOSEVELT. REAR SEAT, LEFT TO RIGHT—MAYOR JAMES M. CURLEY, POSTMASTER GENERAL JAMES A. FARLEY, SENATOR DAVID I. WALSH

FARLEY HONORED AT LUNCHEON

Gov Ely Among Speakers at Chamber

Teh luncheon tendered to Postmaster General James A. Farley at the Boston Chamber of Commerce this afternoon, as a culmination of the dedication of the new Postoffice building, was attended by more than 1000 guests of the Chamber and overflowed the main dining room into the library. Practically every Democratic notable in Massachusetts was present, many men prominent in Republican ranks and a great part of the officials and employes of the Postoffice Department.

Eliot Wadsworth, president of the Chamber, presided and in his opening said that it was a nonpartisan gathering. Gov Joseph B. Ely, following Wadsworth on the long list of speakers, said: "We all belong to one party today because we are dedicating a Postoffice."

One of the features of the meeting was the very glowing tribute paid to the patronage dispenser, Mr Farley, by Gov Ely, whose disappointment with many of Farley's appointments has been publicly manifest. Mr Ely said at one point that few Postmaster Generals have been so successful as Mr Farley in handling the patronage function of his office.

"It is pretty hard," the Governor said, "to be even slightly provoked with such a genial gentleman as Postmaster General Farley."

The meeting was a banner one for stamp collectors. Seven hundred special envelopes for first stamping at the new postoffice were distributed to the luncheon guests. Later they were collected to be stamped and mailed.

Among the faces in the front row tables were those of men whose names have been mentioned for Federal posts. There were all of those who have been appointed and others who will probably be filling posts within the near future.

Postmaster General Farley's address was broadcast over the Nation-wide radio hookup. Senator David I. Walsh, who attended the ceremonies at the Postoffice, was unable to be at the luncheon. His place was taken by Congressman John J. Douglass.

Other prominent figures at the head tables were Gov Ely, Mayor James M. Curley, James Roosevelt, Congressman John W. McCormack, Mrs Edith Nourse Rogers, Charles R. Gow, former Republican Postmaster; Federal Judge James M. Morton Jr, Joseph P. Carney, recently appointed Internal Revenue Collector; Joseph A. Maynard, Collector of Customs; Judge Emil E. Fuchs of the Boston Braves, Ex-Mayor John F. Fitzgerald, Hon E. C. Mansfield, former Postmaster of Boston and K. P. Aldrich, chief postoffice inspector.

McMORROW DEFENDS TAX RECORD OF CITY

He Denies Statement Made by State Finance Board

The statement contained in the recent report of the State Emergency Finance Board that there remained in Boston $1,493,579 of uncollected taxes for 1931, brought a denial yesterday from City Collector William J. McMorrow. A statement issued by Mr McMorrow declared that the "actual outstanding 1931 taxes amount to only $335,804 and consist of personal and poll taxes only."

The statement sompared 11 Massachusetts cities as to their collections of 1932 taxes unpaid on April 1 and gave to Boston the best percentage.

His statement said:

"I was astounded upon reading in the newspapers Wednesday the report of the Emergency Finance Board wherein it was stated that $1,493,579.84 of the 1931 real estate taxes of the city of Boston were uncollected. This was a gross misstatement of the actual facts.

"The actual amount of real estate taxes unpaid on that date was $1,144,796.76, but under the statute, I, as collector, am credited with the collection of that amount inasmuch as $479,502.94 of this amount was purchased by the city at the tax sale which was held three months ago on June 6 and 7, and the balance, $665,293.82, is added under the statute to previous tax title accounts.

"Therefore it is readily seen that the actual outstanding 1931 taxes amount to only $335,804 and consist of personal and poll taxes only. This amount represents ½ of 1 percent—.538 percent—of the entire 1931 tax warrant, amounting to $62,292,571.61.

"Boston's record of collections in recent years compares most favorably with the record of collections in most of the cities of the Commonwealth.

"The collection of taxes for the year 1932 in the city of Boston has been most gratifying, as contrasted with other cities in the United States. The total tax levy for the year 1932 was $67,582,640, on which there is outstanding or uncollected at the present time, $9,699,991.43, which is 14.349 percent, as against a much greater uncollected average in the major cities of the United States.

"The following table shows clearly the excellent record of Boston in the matter of tax collections when compared with 11 of the largest cities in the Commonwealth.

Cities:	Uncollected 1932 taxes Apr 1, 1933	Percent uncollected
Boston	$14,454,047	21.019
Cambridge	1,640,218	22.84
Fall River	1,293,308	27.90
Lawrence	1,000,615	24.64
Lowell	1,406,121	28.22
Lynn	1,327,611	26.81
New Bedford	1,287,021	24.21
Newton	921,089	22.09
Somerville	1,502,653	30.01
Springfield	2,706,512	27.90
Westfield	334,125	31.68
Worcester	3,780,844	32.74

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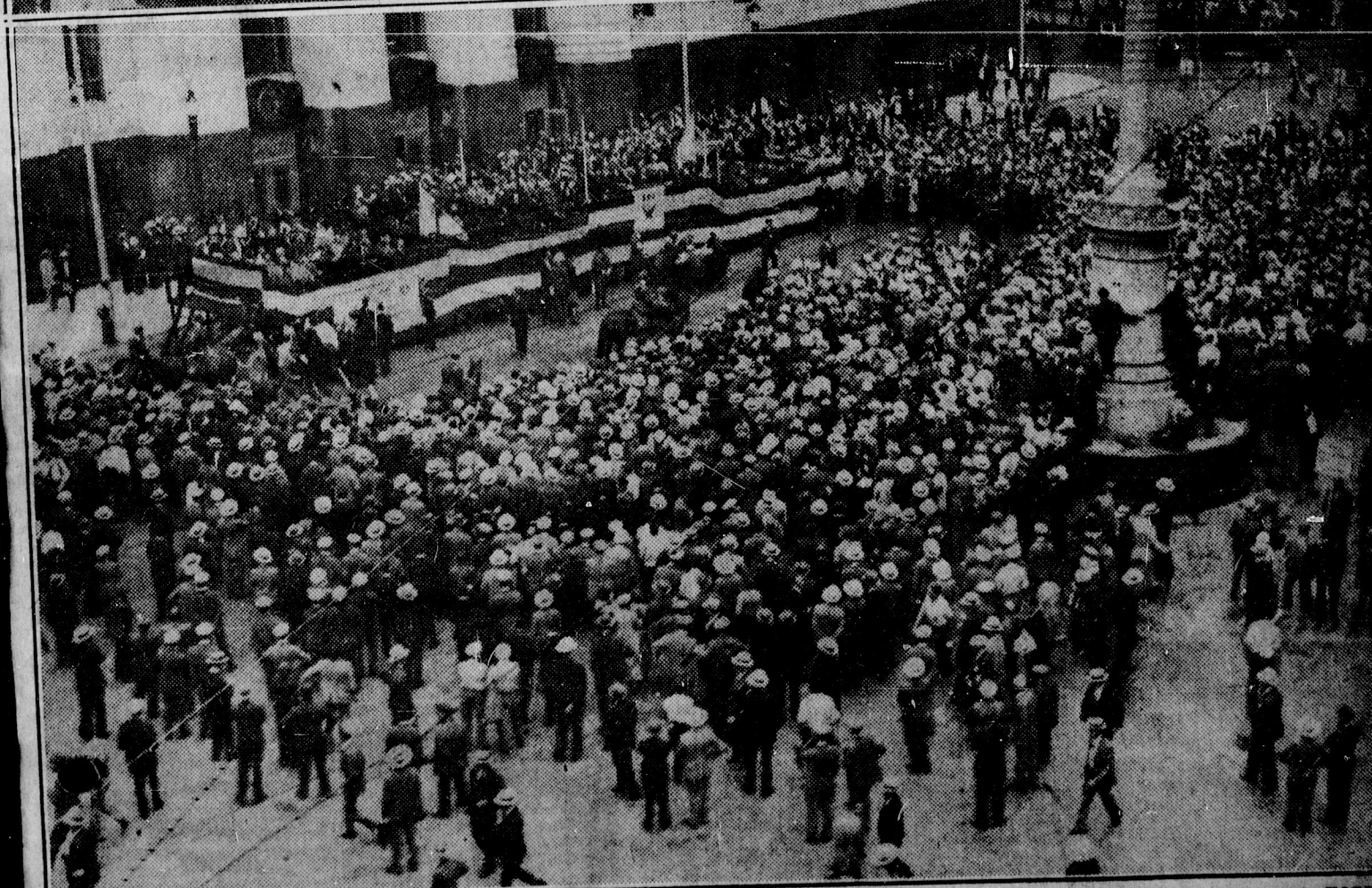


UPPER PHOTO—REVIEWING STAND AT DEDICATION OF NEW FEDERAL BUILDING IN POSTOFFICE SQ. LEFT TO RIGH
CHARLES S. HAND, POSTMASTER GENERAL JAMES A. FARLEY, POSTMASTER WILLIAM E. HURLEY, RT REV MSGR RICHAR
HABERLIN GIVING THE INVOCATION, SENATOR DAVID I. WALSH, MAYOR JAMES M. CURLEY AND JUDGE JAMES MORRO
LOWER PHOTO—CROWD IN POSTOFFICE SQ.

TRANSCRIPT 9/9/33

Post Office Turned Over to Boston

Farley Sees Hope for Prosperity in the Land

Old Discarded for the New, James Roosevelt Says

New Building Is a Symbol of This

Crowd Fills Post Office Square for the Speeches

At the main portal of Boston's new and imposing modernistic Federal Building in Post Office square—described by James Roosevelt, son of the President of the United States, as symbolic of what is happening in the national life today, discarding the outworn and trying the new—notables of city, State and Nation, headed by Postmaster General James A. Farley, assembled today for the dedicatory exercises of the twenty-two-story, $6,000,000 centralized home of Federal activities here.

Out beyond the bunting draped platform the square was massed with spectators. They climbed the George Thorndike Angell memorial shaft and filled the windows of the Atlantic National Bank Building and the New England Mutual Life. In front of the throng were the gray-clad carriers and other employees of the postal service, the 4th Devens band which escorted the speakers from the Common to the building.

"Today a peaceful transition is making a victorious onslaught against the forces of selfish interests to the one end that a land of plenty shall provide a plentiful return for every man or woman who is willing to work. The experience of the depression proves that this principle is the only one under which all can prosper."

The tenor of the speeches was optimistic of the state of the nation after the dark days the country has been passing through and of the qualities of the American people. Postmaster General Farley, in his address said that today a peaceful transition is making victorious onslaught against the forces of selfish interests to the one end that a land of plenty shall provide a plentiful return for every man or woman who is willing to work. The experience of the depression, he said, proves that this principle is the only one under which all can prosper.

Mr. Farley leavened the solemnity of the occasion by his acceptance of the key to the city proffered by Mayor Curley—before entering upon his formal address. He remarked that the size of the key was like that of the heart of the people of Boston, exceedingly large; that the cork puller on one end "can be used to advantage on social occasions and that the pencil contained herein will enable me to make notations of all the citizens of the Republic who are anxious to serve."

This by-play hung upon the mayor's remark in presenting the key that it symbolized Mr. Farley's part in "restoring liberty to the American people, and the handle will serve a noble purpose not only in the removal of caps, but in the withdrawal of corks." Great laughter applauded this "wet" saily.

The exercises got under way on the arrival at 10.30 sharp of the procession of speakers and guests from Boston Common. Following the band marched the members of the W. L. Harris Post (postal employees), A. L., and its auxiliary. The speakers rode in cars and behind them came an army of postal carriers and six heavy mail trucks.

Postmaster William E. Hurley welcomed the distinguished guests. He drew a picture of the history of the post office in this country, from its beginning here when people visited the coffee shops on the waterfront in Colonial days and dug out their mail from a heap on a table, to the airplane service of today. He spoke of the contribution of Benjamin Franklin in organizing the postal system for the Colonies, and of the days of couriers, post riders, stage coach, steamboat, railroad and now automobiles and airplanes.

Mgr. Richard J. Haberlin, chancellor of the Archdiocese of Boston, then gave the invocation. He was followed by Eliot Wadsworth, president of the Chamber of Commerce. Mr. Wadsworth referred to the long struggle to obtain a new Federal building here and said its completion, for work in new, modern and comfortable quarters showed that the Government is entering more and more into the lives of the citizens and has regard for their well-being. He also commended the centralization of Federal work here instead of continuance of its widely scattered offices.

Senator David I. Walsh added his word of praise at the majestic and monumental building. But, he added, "this solid, substantial structure might just as well be made of tissue paper if what goes on within the walls does not proclaim and exemplify the lofty ideals of the Federal Government. The building," he said, "typifies more than stone and mortar; it stands as a monument of the generosity and benevolence of the American people to the men and women who are serving them."

Judge James M. Morton, Jr., of the United States Court of Appeals, described the steps taken twenty years ago toward obtaining a new Federal building. Like Senator Walsh, he said its real significance was not in its towering bulk or spacious corridors but in the quality of work done in the building. If this is good work, and honest work, he said, the building will emphasize those qualities. If bad, the building will be a monument to inefficiency in our free government. He said the beauty and majesty of the building could not but help inspire workers to their best.

The Mayor Speaks

The Greeks had an axiom that the progress of a people might be as easily determined and discerned in the character of public construction as in the written word, Mayor Curley said. He paid tribute to Ralph Adams Cram. He classed the postoffice department as the eighth wonder of the world. He gave the Bostonian, Franklin, credit for that in saying that regardless of the coming and going of postmasters and postmaster generals, Franklin laid out a course of conduct that made it impossible for his successors to deviate from that path.

The mayor said that the most comforting news to the American people is contained in the announcement by the postmaster general that the furlough system is at an end. He added that he looked for a return to a saving wage under the leadership of President Roosevelt.

Mr. Cram, speaking for his architectural firm, said a monumental building is intended to show in visible form the idea that lies behind it; in this case the history of the republic. He said he would like to think of the building as embodying the new spirit and new life instilled in the life of the people by President Roosevelt, as a monument of national regeneration.

James Roosevelt spoke briefly. He said the building and the occasion brought to mind something of what the country is passing through in the national life today. The United States, he said, has always had ability to grow and to discard outworn customs. Hence this building rises to replace one which was outworn and gives the public that to which it is entitled.

Globe

ASKS C. C. C. WORK ON HARBOR ISLANDS

Mayor Would Have Trees to Add Beauty

WASHINGTON, Sept 8 (A. P.)—Robert Fechner, director of conservation work, has been asked by Mayor James M. Curley of Boston to establish conservation camps on the islands of Boston Harbor.

Curley recommended that trees and shrubbery be planted on the harbor islands for the beautification of the harbor. A city prison is located on one island and an institution for the indigent on another.

Trees planted on the islands of Boston Harbor would provide the finishing touch for making this harbor the most beautiful in the country, Mayor Curley believes. And accordingly, he has written to Robert Fechner, director of the Civilian Conservation Corps, requesting the establishment of "C. C. C." camps on these islands.

"About 50 years ago the islands of Boston Harbor were wooded and now it is my idea that the esthetic value of the harbor would be greatly enhanced if a reforestation program could be carried out there," Mayor Curley said last night. "With trees on the islands passengers entering the harbor on liners would find Boston a port long to be remembered."

The Mayor, in his letter to Washington, included all the islands—Deer, Long, Spectacle and the others in his

Post 9/10/33

URGES BUSINESS TO SUPPORT MAIL

Postmaster-General, in Dedicating Hub's New Federal Building, Regrets Use of Messengers

After taking the principal role in the dedication of Boston's new Federal building yesterday, Postmaster-General James A. Farley, at a luncheon in the Chamber of Commerce celebrating the event, issued an appeal to business firms to use the mails for their delivery of bills and other matter, rather than messenger service, so that the pay of postal employees may be restored to its former level.

PAY NOW TOO LOW

"I regret that we had to take necessary steps to reduce the expenses of the department," the Postmaster-General said, "but we are making every effort to carry on the affairs of the department so that next year we will have eliminated the deficit. The post-office employees were given wage cuts. I don't think the clerks and carriers and supervising officers are pair sufficiently.

"I hope to be able to restore their wage cuts in the near future. It can be made possible if the thousands of corporations abandon their delivery of bills and notices by messenger and go back to the mails. The business [illegible] owe it to the postal employees, who are the most loyal group in the government service and the group who has the confidence of the public more than any others."

The luncheon, which followed closely upon the dedicatory exercises at the new building in Postoffice square, was attended by 700, who heard addresses by Governor Ely, Mayor Curley, Congressman John J. Douglass, and Eliot Wadsworth, president of the Boston Chamber of Commerce.

Striving for Economy

"The administration is making every effort for economy. Of course, there is always a certain amount of waste in the federal, State or municipal affairs, but the people are now becoming more tax-minded and they are expecting efficiency in government. The administration is doing all it can along economical lines."

The Postmaster-General complimented the people of New England on their co-operation with the NRA, and in regard to prohibition expressed the opinion that enough States will have ratified repeal by Nov. 7 to remove the 18th amendment from the Constitution. He said that Maine apparently will vote for repeal. Incidentally, upon leaving Boston, he went to Portland to say a word in behalf of the repeal movement in that State.

Realizing that his visit to Boston was being viewed with interest by job-seekers, Farley added: "It is not necessary at this gathering to speak of jobs. The government is fortunate in that thousands, yes millions, of patriotic Americans throughout the country are willing, even anxious, to leave their businesses or professions to accept positions with the government. As long as that condition obtains, the government should not want for talent.

Mayor Curley compared the present Postmaster-General with his predecessor, Benjamin Franklin. "Both ranked high in diplomacy," he said. "Both were interested in the public service. When we look back to the days of the pony express we had not made much progress in the rapid delivery of mail until the last 10 years. Recently, on my return from Europe, when we were 650 miles out from America, an airplane was catapulted from the deck of the ship and delivered mail in Chicago 20 hours before the ship reached New York. This is some indication of the progress made in the transportation of mail.

Urges Pneumatic Tubes

"I am wondering if, with the multiplicity of his duties, the Postmaster-General cannot find time to devote just a little thought and a little energy and investigation to the extension of that great system or rapid delivery that has so admirably served the people of Boston for so many years, the pneumatic tube system. It would reduce the number of vehicles operating on the streets, would make for speedy delivery and would represent one great forward step in the delivery of mail in America."

Several thousand people attended the dedication ceremonies in front of the new building. Speakers were Postmaster General Farley, Senator David I. Walsh, James Roosevelt, Mayor Curley, Federal Judge James M. Morton, Postmaster William E. Hurley and Ralph Adams Cram, architect of the building.

To mark the opening of the $6,000,000 structure, Franklin M. Hull, construction engineer, presented the key to the building to Postmaster Hurley. At the same time, Mayor Curley presented to Postmaster General Farley a key to the city, which had a corkscrew fitted in the handle [illegible]

ADVERTISER 9/10/33 POST

FARLEY OPENS P. O.; PRAISES EAGLE'S DRIVE

NRA Success Sure, He Says in Dedicating $6,000,000 Building as Crowd Cheers

Victory over the depression is being won by the Blue Eagle, and soon "a land of plenty shall provide a plentiful return for every man and woman who is willing to work," Postmaster-General James A. Farley declared yesterday at the dedication of the new federal building.

"This, of course, is a transition period," he told thousands who packed Postoffice sq. in front of the new building. "In the past, however, there have been other transition periods. Each has marked an advancement in civilization.

PRAISES PRESIDENT

"The necessity of this transition cannot be disputed, and that happier days will ensue when the lofty ideals which inspired its initiation have been achieved, is certain.

"When this period of transition is at an end and a contented people, retrieved from distress, again enjoy the prosperity fitting to the traditions on which we have builded a great nation, another advancement will have been made in our American civilization, and credit will be freely given to the great leader, the great humanitarian, our President, Franklin D. Roosevelt."

The new $6,000,000 postoffice was formally dedicated by Postmaster General Farley in the presence of Gov. Ely, Mayor Curley, United Senator David I. Walsh and a host of civic and public leaders.

HURLEY PRESIDES

Postmaster William E. Hurley and his staff will endavor to give improved service in their new quarters in the federal building dedicated yesterday, the postmaster said in opening the dedication.

Hurley introduced the Rt. Rev. Msgr. Richard J. Haberlin, vicar-general of the Catholic Archdiocese representing Cardinal O'Connell, who gave the invocation.

Eliot Wadsworth, president of the Chamber of Commerce and former assistant secretary of state, next made a brief address in which he declared that **"on the efforts of the central government depend the welfare and happiness of great numbers of our people."**

DELIVERING HIS ADDRESS

At the banquet at the Boston Chamber of Commerce in his honor yesterday, Postmaster-General James A. Farley is shown delivering his address. He was here for the dedication of the new Federal building.

DEMOCRATIC CHIEFS IN PARADE

Photo shows dignitaries in the parade to the dedication of the new Federal building. Left to right, Mayor Curley, Postmaster-General James A. Farley, United States Senator Walsh, in the rear seat. In front with the driver is James Roosevelt, son of the President.

HERALD 9/10/33

FARLEY'S VISIT REVIVES ROWS

Walsh Fails to Attend Luncheon—Two of His Appointees Ousted

POSTAL HEAD HINTS REWARD FOR CURLEY

By W. E. MULLINS

Failure of Senator Walsh to attend yesterday's complimentary luncheon to Postmaster-General James A. Farley, coupled with the disclosure that two of the senator's appointees to the Home Loan Corporation have been removed from the federal payroll, was interpreted last night as indicating that disputes provoked by the distribution of patronage have left the Democrats of Massachusetts rather badly divided.

Before leaving for Portland at 4:30 o'clock yesterday afternoon Mr. Farley said that he had not discussed federal appointments with Senator Walsh, Gov Ely or Mayor Curley during his visit to the city. He refused to confirm the unofficial reports that President Roosevelt proposes to appoint Mayor John J Murphy of Somerville to be U. S. marshal, Francis J. W. Ford to be U. S attorney and Miss Mary M. Ward to be immigration commissioner.

After giving considerable thought to the free-for-all contest now in progress for the mayoralty in the Nov. 7 election he said that it would be inpolitic for him to interfere officially in Boston's municipal politics. He frankly admitted his keen interest in the confused situation and opened the door to subsequent action in the fight by asking when the time for withdrawals expires.

When his attention was called to the comment that has been provoked by the failure of the administration to reward Mayor Curley for the energetic service he contributed to the election of the President, Mr. Farley renewed the hope of the mayor's friends that there is something in prospect for him.

"Bear in mind," Mr. Farley said, "that this administration is only six months old and there is plenty of time still remaining to right any wrongs that have been done or to fill any obligations that have been neglected."

About the only definite information about appointments that broke during the postmaster general's visit was the news that former Councillor James B. Brennan of Charlestown, one of the unsuccessful Roosevelt delegate-candidates, would be given a high-salaried post by the comptroller of the currency.

Senator Walsh attended the dedication of the new postoffice but disappeared shortly after the ceremonies had been concluded. It was learned subsequently that John L. Delaney, one of the senator's secretaries until six weeks ago, had been removed from the federal payroll as personnel manager of the Home Owners Loan Corporation. Miss Florence Birmingham, another Walsh appointee, also has been taken off the same payroll. She interviewed Mr. Farley at the Ritz Carlton Hotel before he left for Portland where he delivered an address in favor of repeal.

By nature a man of great affability, Mr. Farely fairly exuded good fellowship during his visit, but he had scant opportunity to be cordial to Senator Walsh. Gov. Ely and Mayor Curley. The mayor visited him briefly at his hotel yesterday morning, but the Governor and the ssenator made no attempt to confer with him privately.

Mr. Farley was in the huddle at various times during the day with James Roosevelt, the President's son, and Collector of the Port Joseph A. Maynard, who is also chairman of the Democratic state committee.

While the patronage difficulties were engaging the interest of the office seekers, trouble broke out in another quarter with a renewal of an old quarrel between John H. Fahey, member of the Home Loan bank board at Washington, and State Treasurer Charles F. Hurley.

Mr. Fahey had been quoted as having said that Treasurer Hurley was ineligible to appointment in any capacity in the Home Loan set-up because he is a politician. The state treasurer's retort was that Mr. Fahey could not even define a mortgage when he went to Washington to be a member of this important board.

Mr. Fahey, a staunch Roosevelt man, heads the Home Loan bank district which includes the Massachusetts branch of the Home Owners Loan Corporation, accordingly the withdrawal of Mr. Delaney and Miss Birmingham from the federal payroll has been blamed on his activities. Senator Walsh could not be located to discuss his failure to attend the Farley luncheon or his reaction to the activities of Mr. Fahey.

FARLEY BESIEGED

As had been anticipated Mr. Farley was besieged at various times during the day by job seekers who chose to go directly to him with their claims for recognition. Ably protected by Charles S. Hand, however, he was made nearly inaccessible to those not having appointments. Several of them succeeded in escaping the vigilance of Mr. Hand, whose chief duty during the campaign was to accompany Vice-President Garner wherever he went.

Undeniably there is wide dissatisfaction among the followers of Alfred E. Smith, Gov. Ely and Senator Walsh at the disregard being demonstrated toward those who were for Smith against Roosevelt in the presidential primary campaign. The Governor, having expressed his opinion on this subject in a recent letter to Mr. Farley, seems to be content to let the matter rest.

Although declining to confirm the reported appointments of Miss Ward and Messrs. Ford and Murphy, it was significant that the postmaster-general emphasized the point that this did not mean that this trio would fail to be appointed. He did promise, however, to have the Massachusetts federal appointments filled before the end of this month.

POST

CAMPBELL THREATENS TO SUE CITY

Council Holds Up Money for Court Stationery

Officers, clerks and lawyers doing business in the Suffolk Superior Civil Court, beginning this week, will either have to bring their own stationery or write notes on their cuffs. The court stationery is all used up, and the Boston City Council has steadfastly refused to appropriate any money to buy more unless supplies are ordered from the city printing plant.

CLERK THREATENS SUIT

Warning that the situation was extremely serious, because of the inability of the court officials to obtain stationery to make the permanent records of the court, Clerk Francis A. Campbell last night threatened to bring court action against the Council to force the members to pass the appropriation which they have held up for several months at City Hall.

"I have taken the matter up with Judges of the court," warned Clerk Campbell, "and they have informed me that they would order the payment of the printing bills incurred by the office, notwithstanding the refusal of the Council to pass the appropriation.

"The city officials have no legal authority over the Superior Court because it is a State body," he said. "Mayor Curley went to the Legislature with a petition to require the county officers to order their stationery and printing from the city printing plant. The Legislature turned down the petition.

Council to Stand Firm

"That shows that the city officials have no rights here. And they know it, otherwise they would not ask the Legislature to give them these rights. The action of the City Council in trying to control the State courts is foolish. Unless the Councillors change their attitude, I will present an order from a judge, forcing them to supply the money."

Councillor Israel Ruby, himself an attorney, insisted last night that the Council would not appropriate $150,000 for stationery until such time as the county officers agree to get their material from the city printing plant.

He explained that he led the fight in the Council to hold up the appropriation because the county officials were buying their stationery from favored private stationers, while the printing plant, deprived of this work, was

Globe 9/10/33

FARLEY PLEDGES GOOD APPOINTEES

Merely Mentions Topic in Speech at Luncheon

Postmaster General Helps Dedicate Federal Building

Holds No Definite Parleys on Posts or Mayoralty

James A. Farley, the Postmaster-General, wound up the dedicatory exercises for Boston's new postoffice yesterday afterroon with remarks addressed to Maine voters who will decide the issue of prohibition repeal on Monday. Then he left Boston for Maine to make good his prediction that the end of election day this November will see America all wet.

After the exercises at the new postoffice and after he had been admiringly compared by Mayor James M. Curley to his predecessor, Benjamin Franklin, Mr Farley stood before 1000 at a luncheon in his honor at the Chamber of Commerce and spoke of the delicate matter of jobs.

All Candidates There

This is a subject that Mr Farley is believed to know as much about as anybody at the present time and it may be supposed to be the subject of all subjects which he might have chosen that most interested the great throng who had gathered to hear him. For these included practically all of the office holders and entirely all of the would-be office holders of this whole region. All of the faces of those who are candidates or who have recently been candidates were there. Indeed the front tables presented almost a candidates' review for the Postmaster General.

When Mr Farley, with a flower in his buttonhole and a smile upon his genial face, announced that he was going to speak about jobs the ears could almost be seen to turn in his direction. He had a deft touch in dealing with this difficult matter and yet he said something and those who heard had a quite definite idea when he was through what he meant.

"It is not necessary here," he began slyly, "to speak about jobs. Some one says it is not a safe thing to speak about here. But inasmuch as there are apparently millions of qualified citizens who are ready to leave their fine businesses or their flourishing professions or law offices to come to Washington and accept positions of responsibility, I may perhaps speak of it. While this condition of willingness to serve obtains the Government will have no difficulty in securing the services of adequate public officials.

To Select Faithful Men

"I believe it is only fair that every community, whether a large city or the smallest town, should have a Federal official upon whom it can look as a true representative and a loyal supporter of the Administration in Washington, whatever Administration that is. I can give you assurance that those officials to be appointed in this community by the present Administration will be public officers in whom you can have complete confidence as men thoroughly in sympathy with the Administration, who will support it in every way."

If there was anything about these remarks out of keeping with what Eliot Wadsworth had pronounced to be a strictly nonpartisan affair the edge was taken off them by the sweetness and grace with which Mr Farley congratulated everybody and everything at the luncheon and in Boston and in New England, not even forgetting to express his thanks to the Republicans whose votes made Franklin Roosevelt President.

But Mr Farley made it quite evident that even in the face of much nonpartisan applause and speechmaking, he was able to distinguish those who met the full test of "complete sympathy and loyal support in every way."

Wadsworth, Ely Praise Him

Nobody else was making particular distinctions. Eliot Wadsworth, redoubtable Republican who as Chamber of Commerce president presided, hailed Farley as the able lieutenant of "our great leader, Franklin D. Roosevelt."

Gov Joseph B. Ely, who has at times expressed his separate convictions about some of the Administration's moves, buttered Mr Farley all over in as pretty a speech as has ever been heard hereabouts, even jocularly referring to the patronage function of his office to congratulate him on the "eminent success" with which he has handled that branch of the public business.

"It is pretty hard," the Governor concluded, "to be even slightly provoked with such a genial gentleman as Postmaster General Farley."

Mr Farley had been so thoroughly toasted by Republicans and Smith Democrats that when he arose he bethought him of an appropriate story, and this was it:

He was traveling toward Atlanta, soon after March 4, and on the train a Negro porter served him with unprecedented lavishness. First he brought him orange juice and some for Mrs Farley. Then he brought coffee, again for both. Then he rustled newspapers for the Postmaster General to read.

"Being a Democrat, I was unused to such service," said Farley. "Finally I expressed surprise. 'O, boss, we's in power now,' the porter said. Even the Southern colored gentleman was counting himself in."

A good slice of the luncheon company was made up of Postoffice employes who had treated themselves to the party at $1.50 each, in honor of their chief. To them the most interesting Farley utterance was his plea to business firms to return to the use of the Postoffice for local deliveries of bills and circulars under the two-cent local rate. If the business firms of the country would do this it should be possible "in a very short time" to restore to the postal employes the cuts made in the Economy act of last Spring, Farley declared.

He put himself on record as believing postal employes earn more than they get.

"The business firms of the country owe it to the loyal postal employes to see to it that it is made possible to restore their wages," he said.

Farley revealed that the postal deficit was more than $100,000,000 for the last year. He "hoped" by the end of next June, when the Federal fiscal year ends, to make the postal books balance. The Postoffice employes aggregate, he said, 48 percent of all Federal employes. He repeated his earlier promise that after Sept 1 furloughs will be abandoned for postal workers. They will resume full-time employment.

Thanks Backers of N. R. A.

Mr Farley thanked New England for its support of the N. R. A., declaring this section had "responded as nobly as in the World War." This was more affable than Gen Hugh S. Johnson's rugged statement of a week before, that "New England seemed to be lagging a little behind."

On repeal, Farley reminded his audience, which included all across the Nation who were listening in on two national hookups as he spoke, that he has been so far a perfect predicter.

"I have made so many predictions about repeal that I feel a little bit guilty," he said. "I took a long chance before Michigan voted and declared that no State would vote against repeal. If I am to be proved a good prophet, Maine on Monday must continue the repeal march, and I am confident that Maine will and that enough States will have been recorded for repeal so that the United States will have voted prohibition out of the Constitution by he end of election day this November.

Franklin Greater Lover

Mayor Curley, describing the many traits that Farley had in common with the first Postmaster General, conceded one activity in which Franklin exceeded Farley. "Franklin was a great lover and there was no land in the world to which he limited his activities. Our honored guest today differs in this respect from the great philosopher in that he is devoted to one woman who has an opportunity to see him about once a year, due to the exactions of his office."

Curley hoped Farley would speed up postal deliveries. He pleaded for the extension of pneumatic tubes. He had not desired swift mails under the recent Administration when every mail brought a bill or a notice of a bank closing, the Mayor said, but now "with a man of the unusual attainments of the present Postmaster General, it is not unreasonable to expect that a letter mailed in Brookline on a Tuesday may be delivered in Boston on Saturday."

RECORD 9/10/33

Mayor Curley Plays Part in Success of 'Buy Day'

To His Honor Mayor James M. Curley belongs a large share of the success of plans of the Boston Evening American and Sunday Advertiser for the observance of NRA "Buy Day." In a letter to all department heads, Mayor Curley said: "The purpose of this observance is to inaugurate a movement to be known as 'Buy in September and Buy American-Made Goods.' The translating of these slogans into action should prove of inestimable benefit in the creation of opportunities for employment of men and women at present without work.

Mayor Curley

"Recognizing the value of the program as outlined by these newspapers, it is in my opinion clearly the duty of the city to cooperate.

"You are hereby directed to grant leave of absence, without loss of pay, to persons in your department on September 13 from 12 o'clock noon until closing time."

GLOBE

SPEAKERS AT FEDERAL BUILDING DEDICATION

JAMES ROOSEVELT

POSTMASTER GENERAL JAMES E. FARLEY AT DEDICATION OF FEDERAL BUILDING

MAYOR JAMES M. CURLEY

SENATOR DAVID I. WALSH

POSTMASTER HURLEY

ADVERTISER 9/10/33

Blue Eagle's Prosperity Predicted

POSTMASTER-GENERAL JAMES A. FARLEY, in Boston yesterday to dedicate the new postoffice, declared in his address to civic and political leaders that the depression is being beaten by the NRA campaign, and predicted a "land of plenty under the Blue Eagle banner." He is shown at the "mike," with Senator David I. Walsh and Mayor Curley seated near him.

Globe 9/10/33 American

NEW POSTOFFICE DEDICATED HERE

1000 or More Attend Outdoor Exercises

Farley Lauds Postal Workers —Walsh and Curley Speak

With simple formality, the new $6,000,000 22-story granite building which was erected in Postoffice sq during the past two years was yesterday dedicated as the Federal Building in Boston in the presence of Postmaster General James A. Farley, who traveled from Washington for the event.

A brief parade from the State House to the stand in the square preceded the speaking. An audience of about 1000 persons gathered, while office workers crowded to the windows of huge buildings around the square to swell the number taking part in the exercises.

Present, besides Mr Farley, were Senator David I. Walsh, Mayor James M. Curley, Postmaster William E. Hurley, Ralph Adams Cram, the architect, and James Roosevelt, son of the President.

Farley Praises Workers

Mr Farley gave the principal address. He lauded the position of Boston and the Bay State in the history of the Nation, praised the men who were responsible for the erection of the new building, praised the postal workers and told of the present N. R. A. battle for prosperity.

"As Postmaster General," he said, "I feel that my loyal coworkers will find within these walls the means of rendering to the people of Boston the most efficient service possible in the handling of the mails, and will be able to do so with greater economy because of the improved facilities made available. And in speaking of these coworkers I am happy to pay them a tribute due their efforts and to thank them for their loyalty and devotion to duty.

"The workers of the postal service form an army which makes possible throughout the land a network of communication that is marvelous in its execution and unrivaled in its dependability. It reaches into millions of American homes and millions of American offices. It utilizes every means of conveyance and it operates with a precision that is uncanny. Its personnel performs duties that touch the daily lives of every citizen of America and does so with such efficiency that those they serve become cognizant of the services they render only on those rare occasions when some unforeseen mishap interrupts the almost perfect timing of its schedules.

"For these men and women of the postal service we cannot have too high a regard, and this regard today should be more deeply rooted because of the cooperation they have so willingly given by their sacrifices that the Economy act of the last Congress might be successful in its execution. I thank them for this cooperation and am happy to inform them that the need for these sacrifices is rapidly passing and at the end of this month it will be possible for me to restore them their full scale of emoluments by the abolition of the furlough."

Peaceful Transition Now

"Today a peaceful transition," he said, "is making a victorious onslaught against the forces of selfish interests to the one end that a land of plenty shall provide a plentiful return for every man or woman who is willing to work. The experience of the depression proves that this principle is the only one under which all can prosper.

"When this period of transition is at an end and a contented people, retrieved from distress, again enjoy the prosperity fitting to the traditions on which we have builded a great Nation another era in our history will have been written and another advancement will have been made in American civilization, and the credit for its achievement will be freely given to the great leader, whose inspired guidance shall forever mark him as the Great Humanitarian, our President Franklin D. Roosevelt."

Two keys figured in the ceremony and stood as symbols for the features of the day. Construction engineer Franklin M. Hull presented Postmaster Hurley the key to the building of which he will be custodian, to mark the opening of the new structure for the use of the people.

The other key, presented by Mayor Curley to Mr Farley, symbolized Boston's welcome to the President's campaign manager and dispenser of patronage on his second visit to this city since the Democratic victory 10 months ago.

Postmaster Hurley Presides

Postmaster Hurley presided. In his speech he described the first postal facilities of the country and told how they developed into the present great postal system, the credit of whose organization he gave to Benjamin Franklin, a Boston boy.

Senator Walsh said that the building would be as a house of tissue paper unless the workers and officials employed in it were motived by American ideals. Judge James M. Morton of the United States Circuit Court of Appeals said agitation for the building started 21 years ago.

Mayor Curley referred to Mr Farley as "the General in command of the Democracy of America." He paid tribute to the clerks and carriers, who do the real work of the Postoffice. He hinted that joy may come when in the opening of 1934 the Postmaster General may declare an end of the "furlough system" for those workers and he was the the first speaker to mention President Roosevelt by name.

Dr Cram spoke of the work that has been done by the designers of the building.

MANY LEAVE ON VULCANIA FOR ITALY

Boston Pastors and Mayor Curley in Farewells at the Commonwealth Pier Today

A crowd of more than 5,000 is expected to assemble at Commonwealth Pier, South Boston, to bid bon voyage to His Eminence, William Cardinal O'Connell, embarking aboard the Italian liner Vulcania, with dignitaries of the Catholic church, on a journey to Rome to participate in the Holy Year ceremonies.

The cardinal will be accompanied by Rt. Rev. Mgr. Joseph F. McGlinchey, pastor of St. Mary's church, Lynn; the Rev. Joseph F. Coppinger, pastor of St. Catherine's church, Somerville; the Rev. Francis L. Phelan, secretary; and the Rev. Jeremiah Minnehan, assistant secretary at the diocesan chancellory. Dr. James P. O'Hare, of Boston, will also be a member of the party. The cardinal will occupy one of the royal suites on Deck A.

Mayor Curley and a group of Boston pastors are expected to board the ship to bid the cardinal and his party farewell. The cardinal will disembark at Naples, going by train to Rome, returning on the same liner, sailing Oct. 7 from Naples for New York.

Other Bostonians sailing are Mr. and Mrs. W. E. Clark, Mr. and Mrs. James Lawrence, Mr. and Mrs. M. A. Lawton, Miss Mary Mumford, Rev. J. J. Williams, Prof. and Mrs. Thomas Means, Miss P. Means, Miss Lillian Libman, Miss Louise Richardson, and Mrs. H. N. Wills, and Mr. and Mrs. J. Perry.

Also Mr. and Mrs. Charles H. Morgan, 2nd., Miss Audrey Morgan, George Morgan, Amherst; Dr. and Mrs. Don S. Wallach, Don S. Wallach, Jr., Miss Marie Newerkla, Manchester, Mass.; Max Eisen Wind, Brockton; Miss Mary E. Barton, Hartford, Ct. and Mrs. George Vaillant, and Miss Marion Vaillant, Washington, Ct.

The liner is due to arrive here at 8 o'clock this morning from New York, sailing at noon for the Azores, Lisbon, Gibraltar, Palermo, Naples, Patras, Ragusa and Trieste.

HERALD 9/10/33

5000 Attend P. O. Dedication; Curley Twice Steals the Show

Postmaster-General Farley Raises Flag on 22-Story Building After Parade of Postal Employes and Legionnaires

By RICHARD O. BOYER

Boston's 20-year fight for a new postoffice was officially ended yesterday before a distinguished assemblage and a crowd of 5000, when Postmaster-General James A. Farley raised an American flag to the 22-story structure—massive and towering evidence of the successful termination of Boston's long struggle.

As the cabinet officer drew on the halyards which elevated the nation's banner, a military band from Fort Devens played "The Star Spangled Banner." As the flag reached the summit of the staff, it rippled in a sultry breeze beneath a rain-threatening sky of gray. The flag raising was the climax and finale of an hour of oratory devoted chiefly to gracefully phrased felicitations.

Virtually all of the talking was in the lighter vein and this happy note continued at a luncheon in Farley's honor at the chamber of commerce. Perhaps the only one to introduce a more serious note was the guest of honor, himself, when he predicted that Maine would favor repeal at Tuesday's election, that the $113,000,000 deficit of the postal department would not exist a year from now, and that the salary reductions suffered by the nation's postal employes would be eliminated at a comparatively early date.

MAYOR STEALS SHOW

Although Farley was the guest of honor and it was he whom the crowd was eager to see, it was Mayor Curley that the crowd was eager to hear if applause is any criterion. For it was the mayor who, effortless and with no intent to do so, twice stole the show, first at the dedication ceremonies at Postoffice square, later at the luncheon, attended by 700, in the chamber of commerce.

The crowd, curious as to what manner of man was this organizing genius of the Democratic party, saw in Farley a tall, bald-headed man with just a suggestion of corpulence, clad in a trim brown suit which had a white flower in its lapel. Sometimes he seemed to resemble a prosperous capable Irish contractor. At other times, when one glanced at the firmly chiseled nose of the type that is known as Roman and which is his dominant feature, one fancied a resemblance to the strong-featured Roman senators of old. Like Farley, they were administrators, not orators.

The speaking began at 10:30 A. M. from a stand erected in the shadow of the huge building whose perpendicular lines shot upward towards a dreary sky from which fell at widely-spaced intervals a few admonitory drops of rain. The hint of rain speeded up the speaking, which was climaxed, at least in the mind of the crowd, by Mayor Curley. Senator David I. Walsh, Postmaster William E. Hurley, Judge James M. Morton, James Roosevelt, Eliot Wadsworth, Dr. Ralph Adams Cram, the architect; Franklin M. Hull, the consulting engineer of the structure, spoke from the platform.

SQUARE IS THRONGED

Postoffice square, flanked on two sides by the New England Life Insurance Company and the Atlantic National Bank Building, was not only packed but people thronged the windows of offices and there was even a group on the roof of one of the buildings. The square lively with the music of the khaki clad band and colorful with mounted police and the blue uniformed legionnaires with their silver helmets, had been equipped with amplifiers.

Punctuating the pauses of speakers, were the echoes that rolled across the square. After the clear, strong voice of Mayor Curley had uttered its balanced phrases, the postmaster-general began his address which follows in part:

> Joined together under the NRA we are marshalling our forces in a war against depression and for permanent prosperity. An enthusiastic and patriotically minded Congress placed patriotism before party and in less than a hundred days of breath-taking legislation authorized a plan of attack, the success of which is already assured. All of the forces of our national greatness have concurred in formulating a system of codes which will insure a logical operation of our means of production, to the one end that a profitable distribution of the resources which we possess will be so orderly carried on, that all of our citizenry shall have a fair return for the fruits of their labor, and a real opportunity to progress according to their zeal and endeavor.
>
> This, of course, is a transition period. In the past, however, there have been other transition periods. Each has marked an advancement in civilization. Each has been the prelude to happier days. Changing conditions made each necessary. The necessity of this transition cannot be disputed, and that happier days will ensue, when the lofty ideals which inspired its initiation have been achieved, is certain.

Farley's address climaxed a parade which formed at 10 A. M. on the Beacon street side of the Common and which included 200 postal employes and members of the William A. Harrison post of the legion, veterans' organization of postoffice employes. In addition there were the mounted police which headed the procession down Beacon street, into School street, across Washington to Water street, thence to Post Office square.

Mayor Curley concluded his address at Post Office square by presenting the cabinet member with a very unique and practical key to the city as he said:

> It becomes my very great pleasure as mayor of Boston to present to the postmaster-general on this occasion, a key to the city of Boston; a key that is unique in that it not only conveys the heartfelt appreciation of his great leadership and service, but, in addition, it symbolizes more than any ever manufactured, the importance of the part played by him in the restoration of liberty to the American people, in that the handle serves a dual purpose. It not only removes the cap but also withdraws the cork.

WADSWORTH PRESIDES

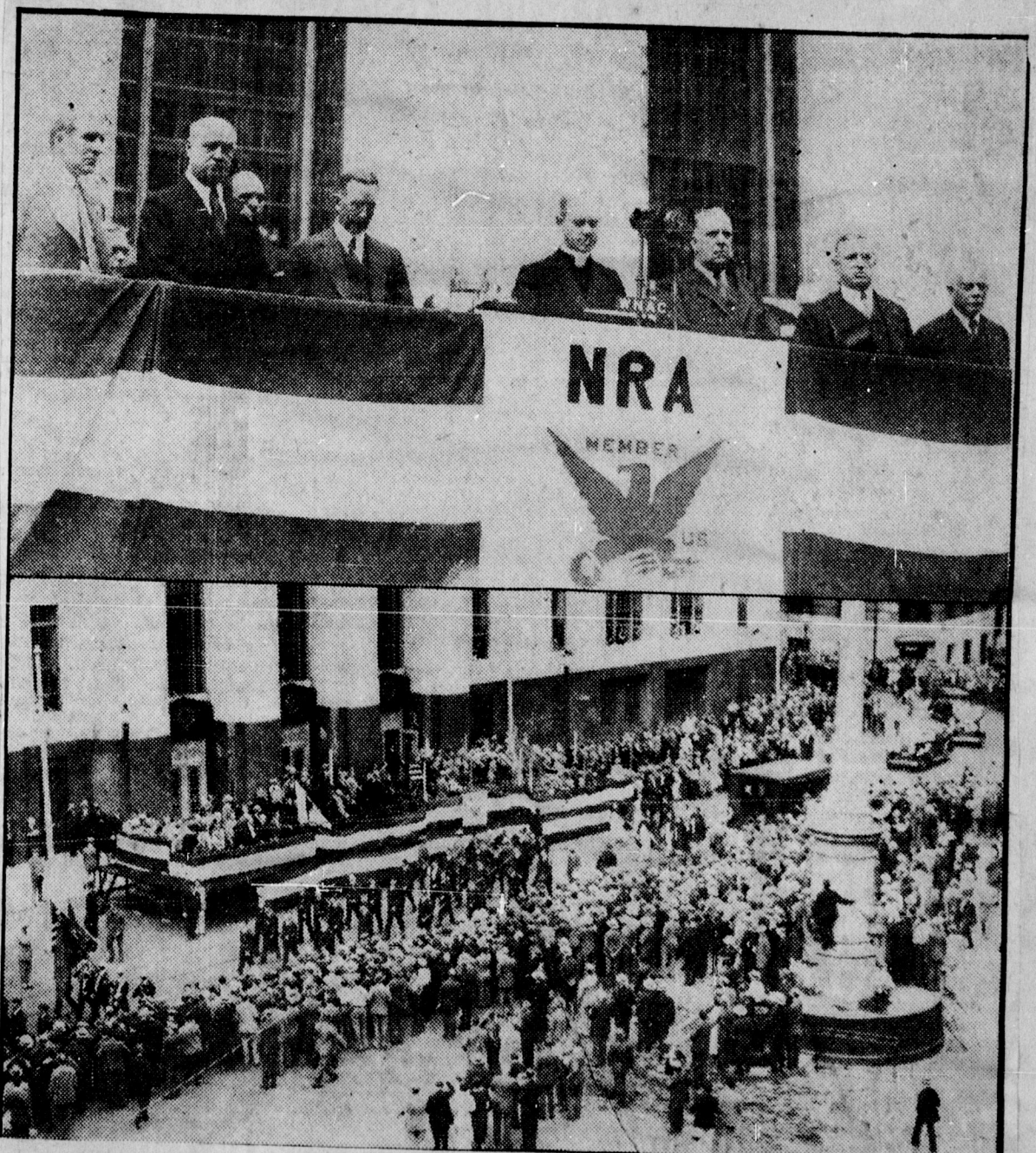
Mr. Wadsworth, president of the chamber of commerce, presided at the luncheon in the headquarters of that organization. Gov. Ely began the speaking, asserting that "we are all of one party today" and recalling the development of mail delivery to an expert, governmental service from the days when its delivery was privately financed as the Rothschilds did in the Napoleonic era.

The Governor was followed by Representative John J. Douglass, in a cutaway with a carnation in the lapel, who spoke in behalf of the congressmen whose efforts were instrumental in obtaining the new postoffice. Largely responsible himself for the granting of the funds necessary for the edifice, he remarked on "how fleeting is fame," when he was, by mistake, introduced as "Congressman McCormack."

Curley resumed the air in a graceful speech replete with references to the talents of Leonardo Da Vinci and Benjamin Franklin, the first postmaster-general of the United States. He was followed by Postmaster Hurley, who said that the dedication yesterday successfully ended a 20-year fight. Postmaster-General Farley was the final speaker and ended on a cheerful note with the declaration that Maine would join the parade of states repealing the 18th amendment and that by November repeal would be an accomplished fact.

HERALD 9/10/33

DEDICATION OF BOSTON'S POSTOFFICE



Monsignor Richard S. Haberlin delivering the invocation at the dedication of the new Boston postoffice. Left to right—Charles S. Hand, Postmaster-General James A. Farley, Postmaster William I. Hurley, Monsignor Haberlin, Senator David I. Walsh, Mayor Curley and Federal Judge James M. Morton, Jr. James Roosevelt, son of the President, may be discerned just over Postmaster-General Farley's left shoulder.

Postoffice unit of the American Legion passing in review before the speakers' stand at the dedication of the Boston federal building.

NERALD 9/10/33

10

By ROBERT CHOATE

I have seen no interviews with the oldest inhabitant but to my mind the present mayoralty campaign in Boston promises to be the sloppiest on record. It would not surprise me at all if on election day, Nov. 7, nobody at all went to the polls except the paid workers of the 12 candidates—there are 12, aren't there? If any candidate is able to get out brass bands, fireworks and roman candles in this mayoralty campaign I am certain that he will have to pay his musicians and marchers at the overtime rate. Certainly there will be no spontaneous hat-throwing and whooping it up.

There are more angles and equations to the relationships of the various candidates than an Einstein could figure out. It is also beginning to look as if there were more political dummies who have filed their papers and started out to get their signatures than would fill the largest room at a waxwork museum. I say this realizing full well that there is nothing which so irritates a politician as to suggest that he is the stalking horse for some one else. But what would a Boston election campaign be without the usual vote splitters who are put into the field, many of them to withdraw at the last minute, by those who believe themselves leaders and strategists?

NAMES OF THE CANDIDATES

The easiest way to dispose of the lot is to mention all of their names so that none may be offended. There are the two Cook brothers, running, so it is said, for spite against each other, Lonny and Washington. There is Joseph F. O'Connell, who, three years ago, developed an outstanding pair of cold feet in his race for the senatorial nomination. There is John Connors, whom popular legend has christened with the nickname of "Cigars" because of an alleged habit of running marathons with a cigar in his mouth. There is Frederick W. Mansfield, who four years ago was given the Good Government Association endorsement but finished a poor second to the present mayor by less than 20,000 votes. There is William J. Foley, the district attorney, and Malcolm E. Nichols, former mayor; Thomas C. O'Brien, former district attorney; Francis E. Kelley, present member of the city council; State Senator Joseph A. Langone, Theodore A. Glynn, present street commissioner and close political friend of Mayor Curley. Last and as Joe Kane would, say not least is Paul A. Collins, mystery man of the campaign whose sole qualification for votes to date is the fact that he is the son of the late Gen. Patrick A. Collins.

I believe that I have mentioned all 12 who have filed their papers. If there has been any slip-up you may add your own Jones, Smith or Robinson and it will make very little difference on election day. At least three other gentlemen are potential candidates, pacing the side lines, adding and re-adding the election figures of past campaigns before deciding to dive into the L street of political bathers. One man, I understand, is now in the Maine woods striving to reach a conclusion by the aid of some sort of mathematical progression.

The political dopesters who have been buzzing in my ear do not seem able to arrive at any very definite conclusion as to the result. All they can see ahead, or perhaps that is my interpretation of their visionary efforts, is plenty of trouble for everybody, including the voters.

The point is made that the Democratic field is so hopelessly split that the whole thing is a set-up and a walkaway for Nichols. Certainly that would seem a fair presumption if one keeps in mind the campaign of eight years ago when the former collector of internal revenue walked into City Hall because the Democrats could not get together.

There are many wiseacres, however, who believe that should Mansfield receive the Good Government Association support, he would split the normal Republican vote of the city and allow the highest Democrat to creep in.

One of the peculiarities of the campaign, and it is causing the boys to talk, is the relationship of William J. Foley to one of his chief assistants in the district attorney's office, John J. Murphy. Murphy will be best remembered among Boston Democrats as the man who attempted to indict Gov. Ely prior to the Democratic national convention of 1932. Murphy has openly declared for Mal Nichols and long ago submitted his written resignation to Foley. Some of the boys with long memories pretend to remember the help that Charles H. Innes gave Foley back in 1926 when he first made the run. As all the highways and by-ways of politics are filled with suspicion there are some persons who believe that Foley at the last minute might try to swing his strength to Nichols if that gentleman should find himself in a desperate pinch.

TO COMPLETE CONFUSION

If there are not already enough candidates in the field some of the boys would like to throw in Henry Parkman and Congressman McCormack, just to make the confusion complete. McCormack is looked on as the strongest Democrat in the city today and his candidacy would doubtless mean the wholesale withdrawal of many of the lesser lights. The trouble is that McCormack could not possibly be induced to run unless 10—or is it 12—of the other Democrats withdraw and so far there has been no power in heaven or in Washington to bring about that result.

The Parkman candidacy is about on a par with that of McCormack. He would only enter the field if assured of the Good Government endorsement. He would have to be promised the withdrawal of Mansfield. That might be within the realm of possibility but how on earth could he ever get Nichols to withdraw and Charlie Innes to lie down and be good?

The whole thing, as you can see, is [illegible]

Items of News Of Here & Yon Culled by Ye Ed

By FRANK L. DENNIS
Scribe

Jim Roosevelt and wife came home a day or so ago from Kansas City, which is in Missouri, and reported fine crops and good roads in that part of the country. They had been out there to attend a gathering of young Democrats up to 40 years old and Jim was picked to be the secretary. Jim is in the insurance business here.

Mrs. Pigeon and Art O'Reilly have decided not to run again for the school committee, owing, they said, to it taking so much time and costing quite a bit of money to run. It is too bad they feel that way about it because they are a mighty fine pair of members.

Steele Lindsay of our sports department has been on the sick list the last few days but was not feeling so poorly at this writing. We hope to have him with us again ere long.

The fall fair season is in our midst as spry as ever. The big one at Topsfield came to an end yesterday. Ed Wigglesworth, who was president of the fair at Topsfield, reports a fine turnout and some wonderful squash and flowers. His young boy, Tom, led a fine pair of oxen around the grounds Thurs.

There was another gang killing hereabouts the other day. A fellow named O'Rourke from Roslindale got shot. They picked up his body out Easton way.

Tom Jackson, who keeps a watch on things for us down around Plymouth way, reports some trouble amongst the cranberry pickers over how much wages they are going to get this season. The picking is supposed to start tomorrow and unless things get straightened out by then some folks are liable to have to eat their turkey straight next Thanksgiving.

There is considerable talk amongst the politicians about having Mary Ward for immigration commissioner. She would make a good one if she worked at it as hard as we saw her working the other day up in the NRA office in the chamber of commerce building, where she is helping out. We caught a glimpse of Ed Filene up there, too, and he seemed to be thinking pretty hard when we saw him.

Young Frank Hammond, who is a lawyer and whose daddy is a judge, is going to teach law at the Boston College law school this fall, but will keep right on practising.

Joe Lomasney looks to be the man to take over his brother Martin's job as the big gun in Ward 3, Martin having passed on lately.

Jim Curley lost out in his idea of having a new subway built out along Huntington avenue to put 3000 veterans to work. El Wadsworth and a few other citizens of his calibre stepped in and said they couldn't see very much horse sense to spending $8,000,000 on something you didn't [illegible]

TRANSCRIPT 9/11/33

Walsh Holds Bomb in Row on Patronage

Senator Expected to Ask Colleagues to Refuse to Confirm

Would Kill Recess Jobs This Way

Sure of Support from Senators Administration Has Ignored

By William F. Furbush

An upset next January by the United States Senate of the recess appointments to lucrative Federal positions in Massachusetts looms as a possibility as the Democratic row over patronage persists and takes on new fury. Friends of Senator David I. Walsh freely predict that, as the Administration leaders continue to ignore him in the allotment of party plums, he will invoke senatorial courtesy when he meets with his colleagues again, and ask them to withhold the confirmation necessary under the Constitution to continue the appointees on Uncle Sam's payroll.

The senior senator still maintains a studied and dignified silence when questioned with relation to the patronage situation, though plainly indicating that appointments that have already come through or are in process do not bear the imprimatur of his approval in accord with custom. It appears reasonable to suppose that, in his silence in the face of the humiliation to which his friends declare he is being subjected, he is reserving his right to exercise his senatorial prerogative later, by asking his colleagues in the Senate to stand by in exchange for reciprocal action on his part.

The possibility of such action by Walsh would not appear to be so remote as some party members reason, in the light of the fact that the Bay State senator is not alone in the feeling that he has been humiliated by the Administration's abandonment of the custom of consulting with the senior senators of States as the chief local arbiters of patronage.

Rumblings Eleswhere

There have been persistent rumblings of dissatisfaction among senators from several of the other States, and it is not entirely beyond probability that these senators will form a bloc by the time Congress convenes the first of next year to pass on recess appointments and other items in the Roosevelt program.

These senators, like Walsh, went through loyally for President Roosevelt in support of his emergency legislation. Observers declare that it would be only human for them to withhold unqualified support of the President when his recovery program may be meeting its severest test and requiring supporting legislation which a disgruntled Senate could decline to give or would grant only after a devastating party wrangle.

Although Senator Walsh declined today to discuss with the Transcript the general subject of patronage or his later plans concerning the position in which he has been placed, he left the decided impression that his knowledge of the identity of the candidates for the remaining major positions to be filled here and more especially of the Washington attitude toward them came through no contact with Administration representatives. In other words, it would appear, Senator Walsh has no list of prospective appointees before the appointing powers.

The senator indicated that he was unofficially familiar with previous published indications that Francis J. W. Ford was in a favorable position for appointment as United States Attorney and that Miss Mary Ward, National Committeewoman, was the likely choice for Commissioner of Immigration. Concerning the report that Mayor John J. Murphy was slated for appointment as United States Marshal, the senator said he had no knowledge.

James Roosevelt a Factor

In gist, the situation here is, substantially, that the senior senator has not been consulted thus far by Washington and that, if he is to be consulted on the pending selections, the advances must be made by the Administration representatives. The senator's associates, who are in a position to know his reactions, declare that he will not and should not ask to be consulted.

These friends of Walsh further declare openly that the chief contributing factor to the muddle continues to be the influence of James Roosevelt, son of the President, in the selection of the appointees. The senator refrains from discussing this feature. His associates, however, insist that the presence of the younger Roosevelt in the State and his interest in candidates for positions, whose cause he is in the direct position of advancing, makes the senior senator's role both embarrassing and annoying. He is in the anomalous position of being the arbiter theoretically, but with the appointments being virtually presidential selections, subject, of course, to senatorial action which Walsh may feel justified in endeavoring to control later on.

POST

WILL OPPOSE BUYING HOTEL

Councillors Favor Erection of New City Hall

Vigorous opposition to Mayor Curley's plan to purchase the Young's Hotel building as a second City Hall Annex last night was promised by members of the City Council.

At least 15 members of the Council of 22 will have to vote for the project before the Mayor can complete the deal to provide quarters in the old hotel for five city departments which are now paying rent to the amount of nearly $75,000 in privately-owned office buildings farther distant from City Hall.

Although it was unofficially reported that the Y-H Realty Corporation has privately offered to sell Young's to the city at a price far below the $1,300,000 assessed valuation, a number of the Councillors have expressed preference for an earlier plan to raze City Hall and the Annex and construct a brand new 15-story City Hall on the present site, at an estimated cost of $2,000,000.

The city has $1,700,000 available for appropriation within its debt limit, and none of this can be spent without a two-thirds vote of the Council, so that eight members have the power of holding up the loan orders.

GLOBE 9/12/33

HULTMAN AMUSED BY CONRY'S ATTACK

Latter Declares Boston "Haven for Banditti"

"How amusing," said Police Commissioner Eugene C. Hultman last night when he was told that Traffic Commissioner Joseph A. Conry had again attacked him verbally by saying that Boston, since Mr Hultman's appointment, "has received the name of a secure haven for banditti."

Leaving his office at Police Headquarters on the way to his home in Duxbury, Mr Hultman [illegible] when he heard that Mr Conry had said the troubles of the Boston police were intellectual and not physical. "He thinks we're getting highbrow," remarked Mr Hultman. The Police Commissioner had nothing to say—but he grinned a little over his shoulder—when Mr Conry was quoted as saying: "Our people should not be penalized because a crepuscular Police Commissioner prefers to gaze on the receding waves at Duxbury rather than face advancing crime waves in Boston."

Mr Conry's latest statement against the Police Commissioner was prompted by the latter's suggestion that the office of the Traffic Commission—and Mr Conry—be moved to the abandoned station 5 in the South End.

TRANSCRIPT 9/11/33 HERALD

Conry Blasts Hultman as "Crepuscular"

Traffic Head's Reply on Eviction Followed by Order to Buy Young's Hotel

Exclaiming that the vital defect in the police administration of Boston "is intellectual and not physical" and referring to Police Commissioner Eugene C. Hultman as "crepuscular" in preferring "to gaze on receding waves at Duxbury rather than face advancing crime waves in Boston," Traffic Commissioner Joseph A. Conry today adds to his reputation as a satirist in a communication to Mayor Curley on his eviction from the police headquarters building.

When Mr. Hultman informed the mayor that he needed the quarters occupied by the traffic commission in the new building on Stuart street, and suggested possible occupancy of old police Station 5 for Mr. Conry, the traffic commissioner was reported as taking his time to prepare a suitable reply. That reply was decide how much space remains unoccupied in the police headquarters, as well as how much is wasted by the police department," Mr. Conry would have this committee decide other important matters, such as "the unparalleled record of unpunished murder, the countless hold-ups of men and women, the daily store and pay roll robberies, which have given to Boston the name of a secure haven for licensed banditti since the appointment of the present police commissioner."

Curley Sees Great Saving

The mayor, delighted over Mr. Conry's indictment of Mr. Hultman, was equally happy over his own solution of the problem of housing under the Transit Commission, the medical examiner, the Finance Commission, the law department, the Licensing Board and the Port Authority, which now occupy rented quarters aggregating $68,000 a year.

In this building, which is assessed for $1,800,000 and which is offered b ythe Young's Hote Realty Corporation for $700,000, there would be available 58,500 square feet of floor space, as compared with the 40,000 square feet now availazle for the eight departments housed outside City Hall and the Annex. A particularly inviting feature of the proposal, as the mayor admitted, would be the adequate space on the first floor of the Young's Hotel building for use by the collecting department in the rush days when thousands of persons appear under crowded conditions to pay their taxes and avoid interest.

More than half the membership of the City Council appears at the mayor's office before regular session today for consultation on the proposal and just before the meeting opened it was said that the issue was doubtful. Several members said it would be better for the city to wait until it cuold have a new building properly planned for the departments named than to purchase an old building.

Mr. Conry's designation of Mr. Hultman as "crepuscular" gave the mayor a real kick, though he may or may have not appreciated just what the word meant. The dictionary defines it as "pertaining to twilight; or ike twilight; glimmering, imperfectly clear or luminous; dim." Mr. Conry further said:

Sees Petulancy

"It is suspected that the police commissioner displays petulancy in attempting to eject the traffic commission. Large areas of unoccupied space still remain in this building. But he does not desire the traffic commission in his neighborhood. The kindly appeals and admonitions of the traffic commission, pointing politely at police derelictions, have aroused peevishness in the police commissioner. So, he permits temper to irritate and violence to invalidate his sense of public duty. The little limp before the great, and the police commissioner, on his occasional visits to Boston, views the superior wor kof the traffic commission with a surge of discontent

"A few weeks ago when the Suffolk County grand jury made certain findings with respect to subordinate police officials, the police commissioner demoted these men on the ground that public confidence had been shaken in them and public opinion required decisive action.

"Your Honor enjoys the confidence of the great mass of people in Boston and you may instantly qualify as an exponent of pupblic opinion. On several occasions you have publicly expressed your lack of confidence in the police commissioner. Former Governor Fuller has stated that the police commissioner was unfitted for the office and should be removed. Mr. Maynard, collector of the port of Boston, in a public speech declared, that the best thing Governor Ely could do for Boston was to remove the police commissioner.

"Reluctantly the unwilling soul seeks wisdom. The fetish of the antiquated blinker theory of signals as against instantaneous radio, his obstinate hostility to new thought, his continued absence from the city, all indicate a frugal power of control softened by vacillation.

"Character is not strengthened in seclusion. The vigor and valor of city turmoil enlightens but also frightens.

"Our people should not be penalized because a crepuscular police commissioner prefers to gaze on receding waves at Duxbury rather than face advancing crime waves in Boston.

"May I assure Your Honor that there is abundant room in police headquarters building, if intelligently distributed, to care for the traffic commission, as well as the police department."

CURLEY CONTINUES FIGHT FOR SUBWAY

Undaunted by Finance Board's Refusal to Approve Huntington Ave. Plan

Mayor Curley has not abandoned his fight for authority to extend the Boylston street subway out under Huntington avenue to a point beyond the Boston Opera House in the face of the refusal of the state emergency finance board to approve his request for the right to spend $8,500,000 on the proposed construction as an unemployment relief measure.

He said yesterday that at the urging of thousands of former service men, who would be put to work under the proposed plan for having the extension constructed by the city's own engineering forces, a new proposal involving the expenditure of approximately $6,000,000 for an extension as far as Gainsboro street would be submitted shortly to the board for approval.

With the aid of an outright grant of federal funds and the elimination of several thousand names from the city's soldier welfare relief rolls the mayor said yesterday he is prepared to show the state board that the proposed construction would cost the city approximately $3,000,000.

GLOBE

CONRY ATTACKS HULTMAN AGAIN

Alleges Boston "Secure Haven for Banditti"

The suggestion of Police Commissioner Eugene C. Hultman that Traffic Commissioner Joseph A. Conry and staff be moved to the abandoned Station 5, in the South End, when evicted from Police Headquarters, was replied to in kind today by Mr Conry. Commissioner Hultman's suggestion was contained in a communication to Mayor Curley, who sent Mr Conry's answer to Commissioner Hultman.

Commissioner Conry in a satirical vein refers to "petulancy" on the part of Commissioner Hultman and the latter's "occasional visits to Boston" and declared "Our people should not be penalized because a crepscular Police Commissioner prefers to gaze on the receding waves at Duxbury rather than face advancing crime waves in Boston."

To attorney Leo Schwartz the Traffice Commissioner ascribes "that spectre of humor," the suggestion that Conry move into Station 5.

A bouquet for his traffic department and a brick for the Police Commissioner were contained in the paragraph where Mr Conry said Commissioner Hultman "views the superior work of the Traffic Commission with a surge of discontent." Since Mr Hultman's appointment, according to Mr Conry, Boston has received the name of a "secure haven for banditti."

Post 9/11/33

CALLAHAN URGED FOR MAYORALTY

Fitzgerald Picks Him for Compromise Candidate

BY ROBERT L. NORTON

Former Representative Timothy F. Callahan, lawyer and member of the State Ballot Law Commission, is suggested by ex-Mayor Fitzgerald as a candidate for mayor upon whom the Boston Democrats might agree.

Callahan was a popular and conspicuous figure in the Legislature when he represented the old South End district. It is pointed out in his behalf by Fitzgerald that "he is able, clean and inherits no political enmities in the city."

PREFERS M'CORMACK

Fitzgerald believes that the strongest candidate that the Democrats could agree upon would be Congressman John W. McCormack. But McCormack is not enthusiastic about the possibilities. In the first place his re-election to Congress without a contest is practically assured. He is a member of the powerful ways and means committee of the House and has come to be one of the outstanding figures in Congress.

McCormack is satisfied with his job in Washington and is not keen to enter a free-for-all scramble for Mayor, when it appears certain that other candidates in the field would not withdraw in his favor.

Furthermore, a group of Democratic leaders, among whom is Senator Walsh, look upon McCormack as excellent material for the Governorship in 1934. This is one of the compelling reasons urged upon McCormack to keep out of the Boston mayoralty fracas.

Trying for Agreement

Fitzgerald is actively engaged in attempting to bring about an agreement among the candidates to select one of their number to make the fight against ex-Mayor Nichols, who obviously has the upper hand in the present situation. But no progress has been made whatsoever in effecting such an agreement. Neither do the candidates indicate any enthusiasm in agreeing to abide by the results of a proposed post card canvass.

Failing to persuade the numerous Democratic candidates to settle upon one of their number, Fitzgerald proposes that a group of recognized leaders of the party, including Governor Ely, Mayor Curley, Collector Maynard and others, meet, decide upon a candidate and make known their choice.

Neither Senators Walsh or Coolidge will participate in any such movement. Neither is there the slightest possibility of any interference whatsoever upon the part of Chairman Farley of the Democratic national committee. He made this plain during his visit to Boston Saturday.

Curley Not Picking

Mayor Curley has stated publicly that he is through picking mayoralty candidates after one experience. While Governor Ely would likely be agreeable to sitting in on a conference, it is extremely doubtful if he would go so far as to join in the selection of a candidate unless by agreement of those already in the field.

This is about the status of the mayoralty situation today, with some 13 candidates circulating papers. These papers must be filed within two weeks and there is some time left further for withdrawals. In the meanwhile, several of the candidates are engaged in active campaigning, more particularly O'Connell, Foley, Mansfield and Glynn. Ex-Mayor Nichols is making two or three speeches a night and devoting the remainder of his time to perfecting his organization.

WARNS CANDIDATES TO GET TOGETHER

Collector of the Port Joseph A. Maynard told assembled Boston Democratic candidates for Mayor at Wayland yesterday that they would have to unite on a candidate for Mayor, or the city will have another Republican administration. About 300 were present.

The candidates who agreed with the Collector were District Attorney William J. Foley, Frederick W. Mansfield, Theodore A. Glynn and Joseph F. O'Connell. Glynn suggested that a straw vote by post card be conducted as a "legalized primary" and that the voters support such a means of determining the proper candidate.

TRAVELER

CONRY JIBES AT HULTMAN

Hits 'Non-Resident' Police Head as Petulant and Peevish

Bitter criticism of the administration of Police Commissioner Eugene C. Hultman and crime conditions in this city is contained in a communication sent to Mayor Curley today by Chairman Joseph A. Conry of the traffic commission, as a result of Hultman's proposal to have the commission removed from police headquarters to the abandoned East Dedham street police station.

After setting forth that a curious anomaly in the law gives to Hultman power to dispute the right of the mayor about the proper use of police headquarters, Conry said:

"A non-resident, non-taxpaying police commissioner claims full control of a building erected by the taxpayers of Boston" which Conry maintains has an abundance of unused space for police purposes.

Calling Hultman "petulant" and "peevish" and "permitting temper to irritate and violence to invalidate his sense of public duty," Conry continued:

"Count Axel Oxensterns, a celebrated Swedish cynic and philosopher, while tutor to Charles XII said: 'Go forth my son and see what fools police the world.'"

Conry referred to the "ironical humor" of Hultman in suggesting the removal of the traffic commission to the old East Dedham street police station and, taking a thrust at Leo Schwartz, legal adviser to Hultman, he said:

"His other self, the attorney of abbreviated authority, must have originated that spectre of humor."

Conry recalled that in January, 1932, the Chamber of Commerce at Hultman's request appointed a committee which he termed a "supreme staff of eight well-known men" to co-operate with Hultman in administering an effective police department.

An excellent job for this committee, Conry said, "would be to decide how much space remains unoccupied in police headquarters and how much is wasted by the police department.

"It might also decide," Conry stated, "in judicial manner other important matters, as, for example, the unparalleled record of unpunished murder, the countless holdups of men and women, the daily store payroll robberies which have given to Boston the name of a secure haven for licensed banditti since the appointment of the present police commissioner."

Conry asserted that Curley, former Gov. Fuller and Collector of the Port Joseph A. Maynard have all publicly declared Hultman's unfitness for his job, after which he took these direct shots at Hultman.

SAYS DEFECT INTELLECTUAL

"It matters little whether the superintendent of police has his office on the same floor as the commissioner or nearer to Duxbury.

"The vital defect in the police administration in Boston is intellectual and not physical.

"Reluctantly the unwilling soul seeks wisdom. The fetish of the antiquated blinker theory of signal as against instantaneous radio, his obstinate hostility to new thought, his continued absence from the city, all indicate a frugal power of control, softened by vacillation.

"Character is not strengthened in seclusion. The vigor and valor of city turmoil enlightens but also frightens.

"Our people should not be penalized because a crepuscular police commissioner prefers to gaze on receding waves at Duxbury rather than face advancing crime waves in Boston."

Globe 9/11/33

CITY MAY BUY YOUNG'S HOTEL

Order Asks $700,000 for Property's Purchase

An order asking for $700,000 for the purchase by the city of the old Young's Hotel property was sent today to the City Council by Mayor James M. Curley. The property is assessed for $1,300,000 and the owners have agreed to part with it, according to the Mayor, for $700,000.

If the sale is made, the Mayor plans that the property be used for the housing of various departments, some of which at the present time occupy quarters not owned by the city, the rental of which is about $70,000 annually.

Departments using rented quarters include Schools, Law, Transit, Licensing, Finance Commission, Medical Examiner and Port Authority. If the Traffic Commission is moved from Police Headquarters, it might be necessary to engage space in a privately owned building.

Some departments would be moved from the annex to Young's and the vacated quarters used by some now in rented buildings. The Mayor believed that the first floor of Young's would be ideal for the present Collecting Department, which is inadequate. The Federal Government, according to the Mayor, expended $100,000 in alteration of the building for office purposes.

Traveler

ASKS CITY BUY YOUNG'S HOTEL

Mayor Curley today submitted to the city council his proposal that the city buy the old Young's Hotel property for $700,000. The council referred the matter to the finance committee.

The mayor asked that the purchase be made because "many departments are now being quartered in private buildings. Furthermore, several departments now at City Hall require more floor space."

The purchase price of $700,000 is based on the present assessed valuation of the property, which is $1,300,000. The suggestion to buy the old hotel recalled a similar proposition to buy it before it passed to a private firm headed by W. J. McDonald.

WASHINGTON CHUCKLING AT FARLEY SPEECH HERE

Capital Recalls Patronage Woes, Mayor Curley's Appointment and the "Cow Pasture"

WASHINGTON, Sept 11 (A. P.)—Postmaster General Farley's address in Boston Saturday, dedicating the long-awaited Postoffice and Federal Building there, was read with interest here by New Englanders who recalled the series of controversies that preceded its construction.

Those who like to mix their politics with a dash of humor chuckled at parts of Farley's address, not so much at its contents, but at the things that were not said.

For instance, Farley, who in addition to being the boss mailman, is also the patronage dispenser, complimented the activities of the Massachusetts Senators and Representatives in obtaining the towering structure the Government has placed in downtown Boston. He didn't mention that the Massachusetts Congressmen whom he praised so far have had their troubles in obtaining postmasterships from the new Administration.

He added a personal note of friendship to "the Mayor of Boston, a real exponent of Americanism, the Hon James M. Curley," but he didn't refer to Curley's rejection of the portfolio as Ambassador to Poland.

Nor, as a large section of New England probably noted, did he comment on the fact that the new Boston Postoffice was built not entirely of good New England granite, but contained many stories of Indiana limestone.

Curley's Cow Pasture

That Boston Postoffice is famous here in Washington as a result of an exchange between Mayor Curley and Walter F. Brown, Postmaster General under President Hoover. After months of waiting, the contract for the building was awarded. The city waited. Finally, in a burst of indignation, Curley had photographs taken of the vacant site, sent them to Washington with a recommendation that it might be used for pasturing the city cows. (The city had a couple then.)

Brown's patience also had been tried by months of bickering over the Boston building. He replied that it might be used as a parking place for "Mayor Curley's bull."

New England Mills

A tribute to the spirit with which New England cotton mill owners are carrying on under the Recovery act is to be seen in the recent statement of Chairman Bruere of the cotton stretch-out committee that hardly a complaint has been received against manufacturers in Northern States. Unfortunately, he said, the same condition was not to be found in the South, although he reported violations in the South were actually fewer than labor leaders represented.

James Roosevelt's Part

Democratic Senators from many States are curious to know just what extent young James Roosevelt, son of the President, is dictating Massachusetts patronage. It isn't idle curiousity, either, for they know young Roosevelt gets around the country quite a bit and has his friends in many cities. There is no curiosity over the influence the Massachusetts Senators and Representatives have had on patronage. The answer is: Practically none.

Kirstein Soothing Employers

A Boston man, Louis Kirstein, is rendering valuable assistance to the National Labor Board in dealing with the labor disputes that are popping up daily in many sections of the country, Kirstein, as a member of the N. R. A. Industrial Advisory Board, is called on frequently to calm ruffled employers, a function he has carried out with conspicuous success.

A majority of the labor troubles engaging the attention of the National Labor Board are due to mutual misunderstanding and mistrust between employes and management. Just as Edward F. McGrady, another former Bostonian, is adept at making labor listen to reason, Kirstien can convince the tycoons of industry. In the vernacular, he knows how to speak their language.

AMERICAN 9/11/33 HERALD

Conry in Fiery Blast on Hultman Lists Police Failures

Girding up his most nimble typewriter and laying aside his No. 22 cane and his Mayfair manner (to preserve them for street and evening wear) Traffic Commissioner Joseph A. Conry today answered the demand by Police Commissioner Hultman that he and his traffic commission vacate police headquarters.

Conry's reply took by surprise the boys in the police headquarters press room, who were still studying Euclid in a baffled and dazed way to discover Conry's opinion of Hultman, declared last week by the traffic chief to be included in Euclid.

Conry's reply was made in a letter to Mayor Curley, and without any sparring, the traffic commissioner hauled off and let go a dazing rain of adjectives with reference to Hultman, whom he described as "the police commissioner of Boston for the time being."

CHWARTZ? WHOM ELSE

"The ironical humor of the police commissioner," resumed the traffic commissioner, grindind his finger-tips harl on the typewriter keys, "excelled when he suggested that the recently abandoned Station 5 be used by the Traffic Commission.

"His other self, the attorney of abbreviated authority ('Could bSe that be Schwartz?' murmured the boys in the press room) must have originated that spectre of humor. Golden memories of padlocked pickings now gone were born in that hoard old station, and fired the shrewd and subtle youth with ingenuity."

Here, the traffic commissioner, removing his collar but forgetting his tie, spoke of a Chamber of Commerce committee appointed nearly two years ago to work out police administration with Hultman.

"A non-resident, non-taxpaying police commissioner," said "claims full control of a building erected by the taxpayers of Boston on the advice of the mayor. Gratitude is a fruit of deep cultivation, rarely found among a certain type of politicians."

The traffic commissioner was warming up, and he shucked his coat here and dug up Count Axel Oxensterna, who is a new one to the boys in the press room.

"Count Axel Oxensterna, a celebrated Swedish cynic and philosopher," Conry pounded out, "while tutor to Charles XII, said, 'Go forth, my son, and see what fools police the world.'"

The count, it was further revealed by Conry after removing his vest, invented Swedish punch, which had both the attributes of a quenching beverage and a knockout blow.

WHAT, OH, OF CRIME?

"This committee," banged out the commissioner, "might be incited to decide how much space remains unoccupied in police headquarters, as well as how much is waster by the police department."

"It might also decide," re wrote, after tearing off the sleeves of his shirt, "other important matters, as, for example, the unparalleled record of unpunished murder, the countless holdups of men and women, the daily store and payroll robberies, which have given to Boston the name of a secure haven for licensed banditti since the appointment of the present police commissioner."

The commissioner ripped his shirt up the front and braided the tatters, then burned into the paper to Curley:

"On several occasions you have publicly expressed your lack of confidence in the Police Commissioner. Former Gov. Fuller has stated that the Police Commissioner was unfitted for the office and should be removed. Mr. Maynard, collector of the Port of Boston, declared the best thing Gov. Ely could do for Boston would be to remove the Police Commissioner.

THOSE WINKING BLINKS

"The vital defect in the police administration in Boston is intellectual and not physical. Reluctantly the unwilling soul seeks wisdom. The fetish of the antiquated blinker thory of signals as against instantaneous radio, his obstinate hostility to new thought, his continued absence from the city, all indicate a frugal power of control softened by vacillation.

"Character is not strengthened in seclusion. The vigor and valor of city turmoil enlightens but also frightens. Our people should not be penalized because a crepuscular Police Commissioner prefers to gaze on receding waves at Duxbury rather than face advancing crime waves in Boston."

A screen was placed around the commissioner while the boys in the press room went for a dictionary to look up "crepuscular" which they found to mean, oddly enough "dim" or "like the twilight."

MAYNARD URGES CITY DEMOCRATS TO UNITE

Warns of Possible Loss of Mayoralty to Republican

Joseph Maynard, collector of the port of Boston, warned his fellow Democrats at a powwow at Rosebud Gardens, Wayland, yesterday, that unless there was unity in the Democratic party, and they united on one candidate, "Democratic Boston will have another Republican administration." The meeting, held under the auspices of the Ward 17 Club of Boston, was attended by more than 300 men and women. Roswell G. Hall, general chairman, presided.

Frederick W. Mansfield, Joseph F. O'Connell, Theodore A. Glynn and Dist.-Atty. William A. Foley, all candidates for the Democratic nomination for mayor, also spoke. Mansfield blamed both the Curley and the Nichols administrations for the tax burdens now borne by Boston property owners. O'Connell scouted the idea that Nichols would be elected, as did John Newman, chairman of the Democratic city committee. Foley said that for 20 years one precinct in Jamaica Plain had sent a man to the mayor's chair and it was time some other section was represented. Glynn advocated finding the most popular candidate by a straw ballot.

Mansfield last night announced from his Parker House headquarters that he will give "the proposed Curley straw vote" his attention in a series of addresses throughout the city this week.

PRESIDENT'S SON IGNORES WALSH

James Roosevelt's Action at P. O. Dedication Brings 'I'm Disgusted' from Senator

Local politicians yesterday commented on strained relations among Massachusetts Democrats, provoked by the distribution of patronage, and which were evident at the dedication of the new postoffice building Saturday. One evidence appeared at the start of the oration of James Roosevelt, son of the President, who saluted "Mr. Postmaster-General as well as Your Honor Mayor Curley," but who ignored completely Senator Walsh who sat a few feet away.

The incident was discussed later among a group of Democrats, of whom the senior senator was one. "I was disgusted," said Senator Walsh. "He had no business there. He shouldn't have been there."

Subsequently the senator failed to attend a complimentary luncheon to Postmaster-General Farley.

AMERICAN 9/11/33

What Farley Failed to Say at P. O. Rouses Chuckle

Washington, Sept. 11 (AP)—Postmaster General Farley's address in Boston Saturday, dedicating the long-awaited postoffice and Federal building, was read with interest here by New Englanders who recalled the series of controversies that preceded its construction.

Those who like to mix their politics with a dash of humor chuckled at parts of Farley's address, not so much at its contents but at the things that were not said.

For instance, Farley, who in addition to being the boss mailman, is also the patronage dispenser, complimented the activities of the Massachusetts senators and representatives in obtaining the towering structure. He didn't mention that the Massachusetts congressmen whom he praised so far have had their trouble in obtaining postmasterships from the new administration.

He added a personal note of friendship to "the mayor of Boston, a real exponent of Americanism, the Hon. James M. Curley" but he didn't refer to Curley's rejection of the portfolio as ambassador to Poland.

Nor, as a large section of New England probably noted, did he comment on the fact that the new postoffice was built not entirely of good New England granite but contained instead much Indiana limestone.

That Boston postoffice is famous in Washington as a result of an exchange between Mayor Curley and Walter F. Brown, postmaster-general under President Hoover. After months of waiting, the contract for the building was awarded. The city waited. Finally in a burst of indignation, Curley had photographs taken of the vacant site, sent them to Washington with a recommendation that it might be used for pasturing the city cows. (The city had a couple then.)

Brown's patience also had been tried by months of bickering over the Boston building. He replied that it might be used as a parking place for "Mayor Curley's bull."

POST

CURLEY SEEKS YOUNG'S HOTEL PURCHASE

Asks $700,000 to Use Structure as Annex to the City Hall

A loan order for $700,000 for purchase of Young's Hotel for use as an addition to the City Hall was sent to the city council by Mayor Curley today.

If the project meets with the approval of the council and the money is provided, eight municipal departments now housed outside the City Hall will be given quarters there.

"This property consists of the hotel building and 17,000 square feet of land," Mayor Curley said. "It's assessed value is $1,300,000. It contains 58,500 square feet of office space."

The mayor revealed that the city now pays an annual rental of $68,920 for office space for departments that cannot be accommodated in City Hall. In addition to moving outside departments there, the mayor would also transfer the collecting department to the first floor of the hotel building in order that taxpayers may have less difficulting in transacting business. Present quarters of that department are overcrowded, he said.

Other departments which would be housed there are the licensing board, the medical examiners' office, department of school buildings, traffic commission, law department, board of port authority and Finance Commission.